Service Bulletin

JAGUAR

Daimler

DATE: FEBRUARY 1988
SHEET: 1 of 6
BULLETIN: JD 01/88

Due to additional information received after Service Bulletin JD 10/87 was issued it has been decided to re-issue two pages of Item 99.

The amended version of Sheets 15 and 16 – Service Bulletin JD 10/87 – is included in this Bulletin and is clearly identified "2nd Issue".

Will Service personnel concerned please remove and destroy the original copy and replace with the amended sheets.

ITEM: 01

03 REPAIR OPERATION TIMES **XJ6 2.9/3.6**

Repair Time Supplement JJM 10 01 05/S1, lists operation 26-25-11: Fan Cowl – Renew as 0.60 hrs. This replaces operation 26-40-07 Radiator Cowl – Renew 0.55 hrs which appears in JJM 10 01 05 and should be deleted.

No other repair times are affected.

ITEM: 02

03 REPAIR TIME AMENDMENT **XJ6 2.9/3.6**

Following a review of procedures, could you please alter the following repair times in Repair Operation Times Supplement Part No: JJM 10 01 05/S1:

60-35-26 Suspension Unit Rear Mounting Bush – Renew – to read 6.10 hr.

60-35-27 Suspension Unit Rear Mounting Bush – Vehicle Set – Renew – to read 6.25 hr.

86-70-20 Fuel Pump Link Harness – Renew – to read 0.70 hr.

The repair times shown above are for all XJ6 2.9/3.6 models and variants. No other repair times are affected.

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ITEM: 03

12 CRANKSHAFT MAIN BEARINGS — XJ6 3.4/4.2

Where crankshaft main bearing failure is experienced on 3.4 and 4.2 models it is possible for some distortion to occur within the cylinder block as a result of the heat generated. To enable effective repairs to be carried out with confidence, new short engines consisting of a cylinder block, crankshaft pistons, con rods and oil pump are now available using normal parts ordering procedures. These are supplied under the following Part Numbers and should be used when repairing engines which have suffered crankshaft main bearing failure, particularly rear main bearing failure:

JLM 1411 N – 3.4
JLM 1412 N – 4.2 'H' Comp.
JLM 1413 N – 4.2 'S' Comp. (USA)
JLM 1414 N – 4.2 'S' Comp. (Middle East)

ITEM: 04

12 STRIPPED ENGINE ASSEMBLY — XJS 3.6

A revised XJS 3.6 engine Part No. JLM 1564/N with a redesigned crankshaft, eliminating the need for balance weights on the crank damper and drive plate, has been introduced from Engine No. 9DP 128811.

This engine which supercedes JLM 1338/N can also be used as a replacement for Part Nos: JLM 104/N, JLM 569/N and JLM 1046/N provided the necessary modifications are also included.

To determine the full list of modifications applicable to individual vehicles, reference should be made to the application chart after first determining the original engine number fitted to the vehicle.

APPLICATION CHART

REPAIR OPERATION	NEW PARTS REQUIRED PER VEHICLE	JLM 104N up to Engine 9DP102538	JLM 569N Engine Range 9DP102539 9DP103839	JLM 1046N Engine Range 9DP103840 9DP108736	JLM 1338N Engine Range 9DP108737 9DP128810
Modify Power Assisted Steering Pump Drive Dog	1 off EAC 7081 Driving Dog 1 off EAC 7107 Coupling	X			
Fit Revised Heater Feed Hose	1 off CAC 9801 Heater Feed Hose	X	X		
Modify Oil Filler Drain Back and Fit Revised Cylinder Head Rear Cover Stud	1 off EAC 6889 Stud Bolt 1 off EAC 7443 Housing 2 off EAC 3215/1 Clips 1 off EAC 7407 Hose 1 off EAC 7441 Oil Drain Pipe 1 off EAC 4929 Olive 1 off EAC 4927 Nut	X	X	X	
Refit Original Crank Damper, Timing Disc and Timing Indicator	None	X	X	X	X

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ITEM: 05

26 ANTI-FREEZE — ALL MODELS

All vehicles supplied to all markets now have a 50% anti-freeze content in the cooling system from the following VIN Nos:

478841 – S.III V12
146964 – XJS
533662 – XJ6
201064 – Limo
400303 – Hearse

This ensures cooling system protection to a temperature of –36°C.

ITEM: 06

60/64/66 RIDE REFINEMENT DETAILS — XJ6 2.9/3.6

Front/Rear Shock Absorbers and Ride Level Struts – Replacement Guidelines:

To overcome criticisms of poor ride characteristics, revised settings for front and rear shock absorbers and ride level struts have been introduced on Production from VIN 527357.

Parts stocks are available and parts can be ordered using the following part Numbers:

Front shock absorber – CBC 5954 supercedes CBC 4197
Rear shock absorber – CBC 5958 supercedes CBC 4186 & CBC 5410
Ride level strut – CBC 5961 supercedes CBC 4214/050.

The following guide lines MUST be adhered to when fitting replacement parts:

1. Replacement of old with new specification units must always be in axle sets, i.e. Units of different ride specification must not be mixed on an axle.

2. Where front shock absorbers are replaced with new ride specification units, then the rear shock absorbers/ride level struts must also be renewed with new specification units. However it is permissible to fit new ride specification rear shock absorbers/ride level struts with old specification front shock absorbers.

ITEM: 07

66 ACCUMULATOR SWITCHES — XJ6 2.9/3.6

To avoid the necessity to replace the whole accumulator assembly, when investigating fluid leaks from the accumulator switches, the Low Pressure and Charge switches have been made available as separate items. These parts can be ordered using the following Part Numbers:

	Girling Part No.	Jaguar Part No.
Charge Switch	74968666	JLM 1562
Low Pressure Switch	74968667	JLM 1563

The following procedure should be adhered to when renewing either or both of these switches:

CAUTION: EXTREME CLEANLINESS MUST BE OBSERVED AT *ALL* TIMES.

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Remove

1. Depressurise the Power Hydraulic System i.e. switch off the ignition and repeatedly depress the brake pedal until no further assistance is felt.

2. Cut the tie strap securing connector RS25 (green PM4). Disconnect the connector and feed the accumulator harness and multi-plug down through the engine compartment area.

3. Raise the vehicle using either a jack and stands or a vehicle ramp.

4. From below, cut and remove the heat shrink sleeve securing the two accumulator switch harnesses together.

5. Remove the anti-back-out plate from the rear of the multi-plug.

6. Note the positions of the connections in the multi-plug and remove the seal. Remove the appropriate connector pins from the plug using Service Tool JD 137.

NOTE: Further details on pin removal can be found in Book 5, Section 86, Page 86A-4 of the XJ6 2.9/2.6 Service Manual.

7. Thoroughly clean the accumulator switch assembly ensuring that the surrounding area is free of all dirt and grit etc.

8. Remove the leaking/faulty switch from the accumulator body and discard.

Refitting:

1. Fit the new switch assembly to the accumulator body and tighten to the correct torque i.e. 31–39 Nm.

CAUTION: DURING THIS OPERATION IT IS IMPERATIVE THAT NO FOREIGN BODIES ARE ALLOWED TO ENTER THE ACCUMULATOR.

2. Position the harness pins through the anti-back-out plate and seal. Fully seat the pins into their appropriate positions in the multi-plug See Fig 1.

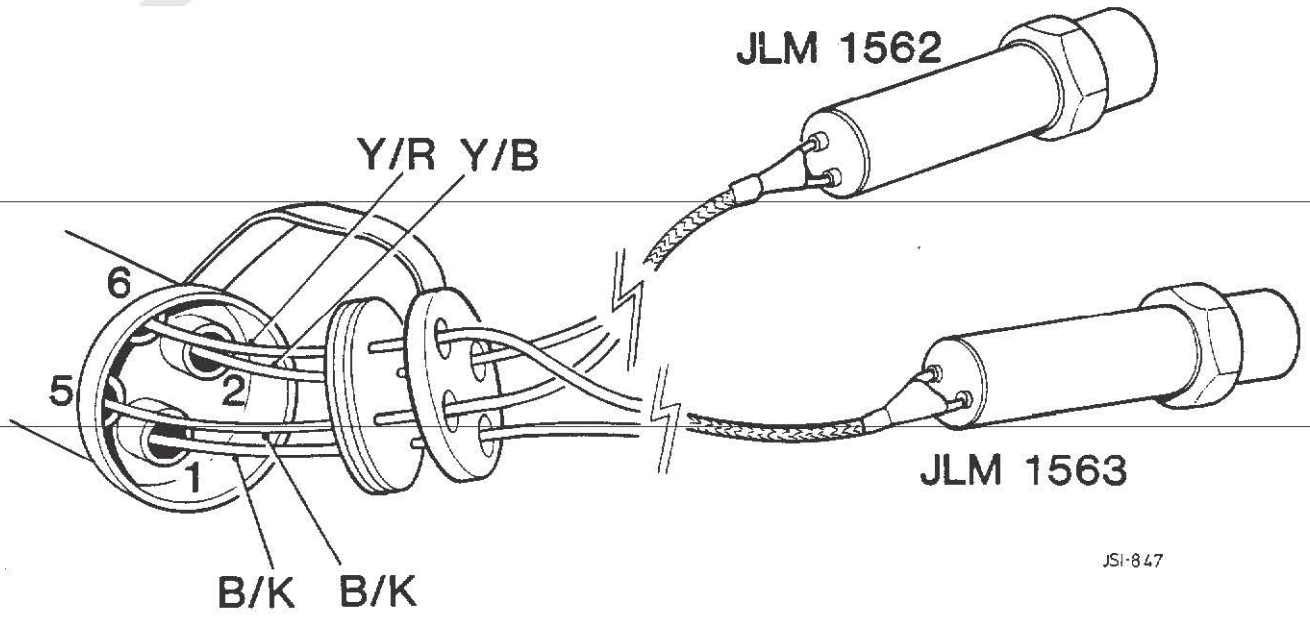

FIG 1

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3. Fully seat the seal and anti-back-out plate in the multi-plug socket.

4. Secure the two switch harnesses together using suitable insulating tape.

5. Feed the accumulator harness up through the engine bay to locate the socket.

NOTE: Ensure that the plug and socket are clean and free of any contamination before connecting them together.

6. Lower the vehicle and connect RS25 plug and socket. Secure with a tie strap.

7. Start the engine and allow the hydraulic system to pressurise.

8. Check for any leaks.

9. Check/top up the power hydraulic fluid reservoir.

Repair Operation Number: Lower Pressure Switch – 66.30.11
Charge Switch – 66.30.12

Labour Allowance: 66.30.11 – 0.5hr
66.30.12 – 0.5hr

ITEM: 08

70 JURID 518 FRONT AND REAR BRAKE PADS — XJ6 2.9/3.6

A revised brake lining material known as Jurid 518 was introduced on Production progressively from VIN 533084 and as 100% fit from VIN 533361.

These pads can be identified by the wording JURID 518 printed on the top face of the pad material.

Part Numbers will be advised in a Parts Information Bulletin when sufficient stocks are available.

ITEM: 09

76 DOOR CLOSURE — XJ6 2.9/3.6

The Service network has identified a condition where during the closure operation, a door latch may not fully engage causing the door to rebound open. This is caused by either maladjustment of the lock linkage or contact between the door assembly and aperture fittings which impedes closure.

This condition mainly affects rear door operation but as the adjustment procedure is identical for both front and rear doors, repair methods are included for both.

This Bulletin Item details in Section One a method for checking if free play exists at the exterior handle. Section Two provides a procedure for setting the lock linkage and Section Three identifies a number of potential contact areas which can affect closure.

SECTION ONE

1. Ensure the sill link is in the fully unlocked position and the latch claw is in a partial closed position (A Fig 1).

2. Place a finger into the striker slot (B Fig 1) where the upper part will make contact with the lock pawl (C Fig 1).

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3. Use the other hand to check the exterior handle for free play. If set correctly the pawl will remain stationary during the initial movement of the handle, i.e. 1–2mm. Should pawl movement be identified move to Section Two.

NOTE: Excessive play at the exterior handle can also cause door closure problems and will necessitate adjustment. Refer to Section Two and adjust to attain the correct setting.

SECTION TWO

1. Remove the door veneer panel and upper and lower trim pads. Remove the taped plastic moulding from the door inner panel to allow access to the lock assembly.

2. Release the locknut at the top of the handle link barrel nut (D Fig 1).

3. Place a finger into the striker slot to contact the pawl and with the other hand rotate the barrel nut in the direction of the arrow (E Fig 1) until the pawl ceases to move. Rotate the nut one further full turn or until free play is identified at the exterior handle.

4. Secure the locknut using two spanners and recheck the free play.

5. Refit all trim etc.

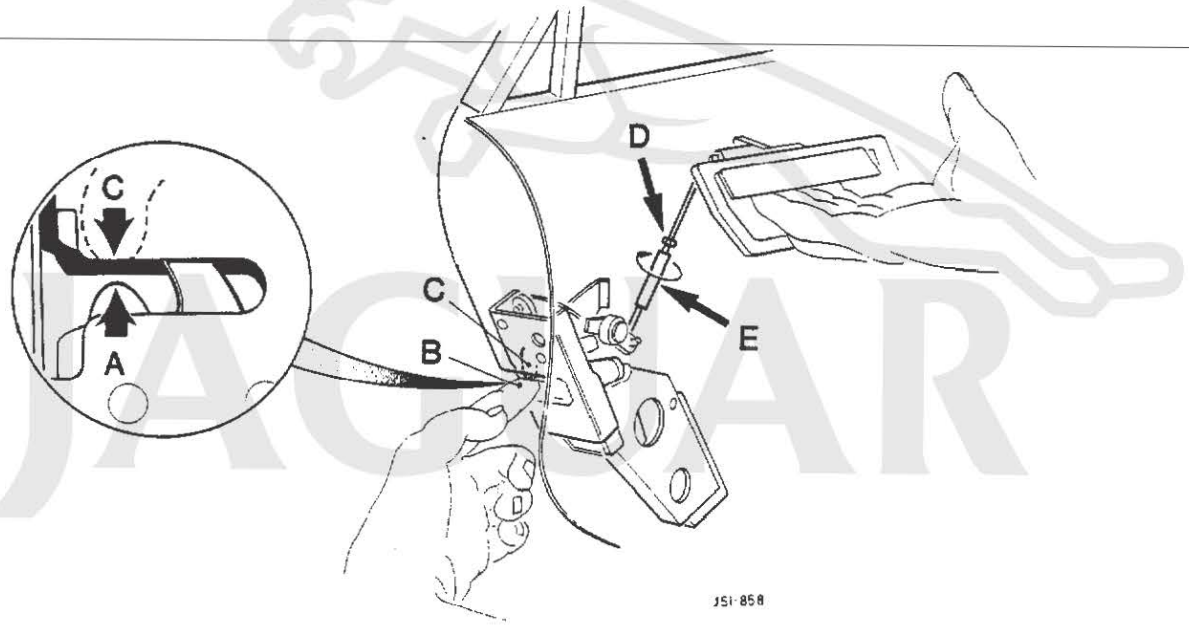

FIG 1

SECTION THREE

Where door closure problems are identified and checks have shown that the lock linkage is set correctly, the door should be examined initially for profile and adjusted as necessary.

Should a closure problem exist after profile setting and it is established that the striker is correctly set, the aperture should be examined for contact marking.

Potential contact areas and corrective actions are detailed below:

1. Draught welt flange. Should hard contact be noted, where possible the flange should be dressed carefully inboard to effect clearance.

2. Tread plate contact. Where this is identified, remove the tread plate and using a suitable file remove sufficient material from the tread plate to obtain clearance.

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3. Door seal wrinkling. This usually occurs at the top of the "C" post and inhibits rear door closure. To rectify fit a new seal.

Repair time allowances:

Front Door Exterior Handle Linkage Adjustment
Operation No: 76-37-10 – Time allowance 0.55 hrs.

Rear Door Exterior Handle Linkage Adjustment
Operation No: 76-37-11 – Time allowance 0.55 hrs.

NOTE: Any repair time allowance for Section Three items are covered by normal warranty times where a component is replaced.

ITEM: 10

86 TIME CLOCK **XJ6 2.9/3.6**

During July 1987 a new type of time clock was progressively introduced onto XJ6 with 100% fitment from VIN 521288. Visually the old and new clock look identical. The difference between the two being the method of control; the old unit obtained all its power and data signals from the central processor whereas the new unit generates its own timing signals, hence its name being a 'stand alone clock'

To ascertain which type of clock is fitted to a vehicle an inspection of connector RB/LB30 must be undertaken. The wire/pin details are as follows:

	CPU CONTROLLED	STAND ALONE CLOCK
PIN 3	Slate/Yellow	Slate/Yellow
PIN 7	Slate/White	–
PIN 8	Slate	–
PIN 9	Blue	–
PIN 12	White	White
PIN 13	Slate/Brown	Slate/Brown
PIN 14	–	Brown/Green
PIN 15	Orange/Brown	Orange/Brown

It should also be noted that PIN 14 on the bulkhead harness side of the connector should have a brown link wire going directly to the bulkhead positive terminal post. If this wire is not connected then the clock will lose its memory when the ignition is switched off.

JDS Software Issue DBC 4004 covers the CPU controlled clock and not the stand alone clock, this will be incorporated into a future software release.

ITEM: 11

86 HIGH MOUNTED STOP LAMP **XJS/S.III V12/XJ6 2.9 & 3.6**
(NOT USA/CANADA)

It has become apparent that Dealers have been approached by owners requesting the fitment of production build USA/Canadian specification high mounted stop lamp assemblies.

Will Dealers please note that the fitment of such lamps in both the U.K. and European markets is strictly governed by legislation.

High mounted stop lamp assemblies as fitted to USA/Canadian specification vehicles do not comply with this legislation and **SHOULD NOT BE FITTED.**

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Revised fuse box and failure modules have been introduced into production from VIN 531170. The fuse ratings and colour codes are given on the following charts.

Right Hand Side Fuse Box

Fuse No.	Fuse Colour Code	Value	Circuit
1.	Light blue	15 A	Right-hand front door: window, door guard lamp and mirrors if driver's door.
2.	Light blue	15 A	Door lock control, luggage compartment lock, petrol filler flap.
3.	Yellow	20 A	Right-hand air conditioning (where fitted)/heater fan.
4.	Light blue	15 A	Right-hand main beam headlamp.
5.	Tan	5 A	Right-hand front lamps (side/side marker, direction indicators and repeater).
6.	Yellow	20 A	Heated rear screen, luggage compartment lamp, electric aerial, heated door mirrors, rear quarter reading lamp (R.H. [where fitted]).
7.	Red	10 A	Right-hand rear lamps (stop, reverse, direction indicators and fog [where fitted]).
8.	Yellow	20 A	Front and rear cigar lighters (where fitted).
9.	Tan, Red or Yellow	5 A, 10 A or 20A	Electric Accessories.
10.	Yellow	20 A	Radio, sun roof, heated door locks (where fitted), glove compartment lamp, map light, interior headrest lamps, 'state' illumination.
11.	Light blue	15 A	Cooling fan, air conditioning compressor clutch (where fitted), under bonnet lamps.
12.	Violet	3 A	Right-hand rear lamps (tail, number plate and side marker).
13.	Ligth blue	15 A	Right-hand rear door, window, door guard lamp.
14.	Red	10 A	Right-hand dip headlamp, fog lamp (where fitted).

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Left-Hand Side Fuse Box

Fuse No.	Fuse Colour Code	Value	Circuit
1.	Light blue	15 A	Left-hand front door: window, door guard lamp and mirrors if driver's door.
2.	Violet	3 A	Instrument pack.
3.	Yellow	20 A	Left-hand air conditioning (where fitted)/heater fan.
4.	Light blue	15 A	Left-hand main beam headlamp.
5.	Tan	5 A	Left-hand front lamps (side/side marker, direction indicators and repeaters).
6.	Violet	3 A	Ride levelling (where fitted), power brakes.
7.	Brown	7.5 A	Left-hand rear lamps (stop, reverse, direction indicators and fog [where fitted]).
8.	Natural (White)	25 A	Right-hand seat movement (where fitted) and seat heater (where fitted).
9.	Tan, Red or Yellow	5 A 10 A or 20 A	Electric Accessories.
10.	Natural (White)	25 A	Left-hand seat movements (where fitted), and seat heater (where fitted).
11.	Yellow	20 A	Windscreen wiper, horns.
12.	Violet	3A	Left-hand rear lamps (tail, number plate and side marker).
13.	Light blue	15 A	Left-hand rear door, window, door guard lamp, fuel filler flap, rear quarter reading lamp (L.H. [where fitted]).
14.	Red	10 A	Left-hand dip headlamp, fog lamp (where fitted).

Centre Fuse Box

Fuse No.	Fuse Colour Code	Value	Circuit
1.	Violet	3 A	Lamp modules right-hand rear and left-hand front, alternator control.
2.	Violet	3 A	Lamp modules right-hand front and left-hand rear.
3.	Tan	5 A	Speed control (where fitted).
4.	Violet	3 A	Power brakes, ride levelling (where fitted).
5.	Violet	3 A	Cooling fan, heated washer jets.
6.	Violet	3 A	Radio illumination, breather heater.

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ITEM: 13

86 WARRANTY CODES **XJ6 2.9/3.6**

Dealers have reported isolated incidences of excessive quiescent battery drain caused by either the main central processor unit or ride height level sensor. Unfortunately when submitting the warranty claim Dealers have been uncertain as to the codes to use.

For ride height level sensor existing code reference 7UHJ should be used.

To identify quiescent drain caused by the main CPU, "Central Processor Unit Malfunction" has been allocated to 4th digit code "Y" in Section 7B. Therefore when submitting claims please quote 7BLY.

ITEM: 14

86 BRAY HEATER **S.III V12/XJS V12/XJ6 3.6**

To provide access to the connector on the cylinder block heater it has been re-positioned in the radiator bottom hose. The heater cable is now fitted prior to shipment and strapped as indicated by Fig 1 XJ6 3.6 and Fig 2 S.III V12 and XJS V12.

This modification has been introduced from Engine Nos:

7P 59268 — S.III V12
9DP 133250 — XJ6 3.6
8S 55854 — XJS V12

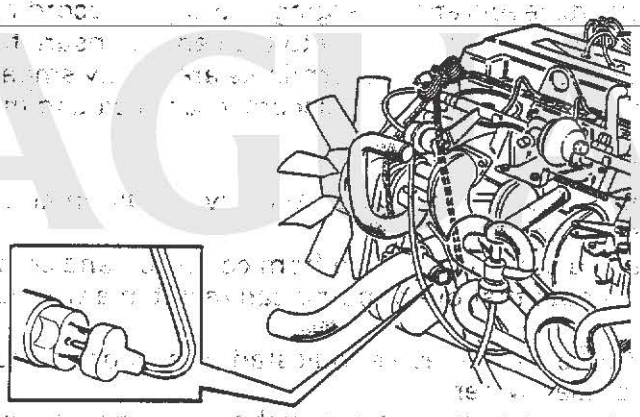

FIG 1

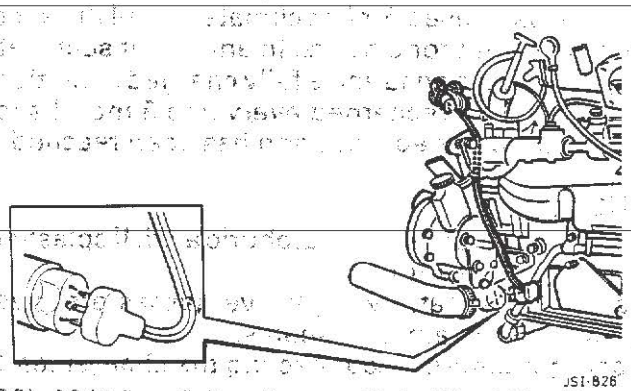

FIG 2

JSI-826

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ITEM: 15

86 CHLORIDE DRY CHARGED BATTERY COMMISSIONING XJS/XJ6 2.9 & 3.6

Investigations into premature battery failure on XJ6 Chloride replacement batteries (Part Nos: DAC 4120, DBC 3135 and DAC 4545) have emphasized the need to commission these units in accordance with the manufacturers instructions. Failure to do so will result in the battery not achieving a full state of charge in service. Full commissioning instructions are attached to Parts supplied replacement Chloride batteries and are reproduced below for reference.

INSTRUCTIONS FOR COMMISSIONING DRY-CHARGED BATTERIES

(a) FILLING:

1. Remove vent plugs with each cell to the levels indicated in para 2 below with the correct specific gravity acid as given in Table 1.
2. The level of the filling-in acid should be 6mm above the separators, or where applicable, flush with the tops of the ribs of the separator guards or to the level of the acid level indicator bar at the bottom of the filling tube.
3. After a few minutes, the level of the initial filling acid will fall and this should then be restored by adding more acid until the levels are again as in para 2 above.

(b) PUTTING INTO SERVICE:

1. After filling, the battery should be allowed to stand for approximately 20 minutes before charging.
2. It is **essential** prior to fitment to give a battery a conditioning charge for approximately 4 hours at the charge rate of 6 amps to ensure peak performance.
3. Where batteries are stored for a period exceeding one year in a temperate climate of 3 months or more in temperatures greater than 30°C and/or humidity exceeding 80% they must be charged for 12 hours at the rate indicated.
4. Check the electrolyte levels after charging and adjust accordingly as instructions given in section (a). When fitting the battery to the vehicle ensure that it is properly secured by the hold down devices, that the terminals are lightly smeared with petroleum jelly and that the cables are correctly and securely connected to the battery terminals.

(c) BATTERY MAINTENANCE:

1. Keep the top of the battery in a clean and dry condition and the vent plugs securely screwed or pushed home.
2. Keep terminals and connections free from corrosion and coated with petroleum jelly. It is important to note that overtopping can result in a wet battery top which induces corrosion.
3. Maintain electrolyte to the levels indicated in section (a) para 2 by the addition of distilled or de-ionised water.
4. If batteries are used on applications without an engine driven charging unit, then recharging should take place when the specific gravity drops to 1.220 (or 1.180 when low gravity acid has been used for hot climates) until the specific gravity in all the cells rises and remains constant for 3 hours. In any event such batteries should be put on a monthly recharge schedule ensuring a fully charged condition is reached periodically.
5. Stored batteries should be recharged every 2 to 3 months (one to two months in hot climates) until the fully charged condition has been reached.

SAFETY PRECAUTIONS:

1. Take care when filling batteries with sulphuric acid. If splashed on skin or eyes flush the affected parts immediately with water.
2. During the charging of a battery explosive gasses are given off. Keep the top well ventilated and away from flames or sparks.
3. Switch off the charger before disconnecting the charger leads.
4. When putting the battery into service on a vehicle connect the earth lead last and when removing the battery disconnect the earth lead first.
5. Keep the battery **away** from children.

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TABLE 1 – SPECIFIC GRAVITY AND TEMPERATURE OF ACID

The specific gravities shown below are corrected to 25°C. To correct the specific gravity reading for other temperatures apply the correction formula shown in the note on temperature correction.

IN CLIMATES WITH AIR TEMPERATURE	SPECIFIC GRAVITIES CORRECTED TO 25°C For Filling New Cells	At End of Charge
Normally below 32°C	1.270	1.270 – 1.290
Frequently above 32°C Low Gravity	1.240	1.240 – 1.260
Maximum Permissable Temperature of Electrolyte during charge	45°C	45°C

Temperature Correction

To correct to 25°C for every 10°C higher subtract 0.007 (7 points) for every 10°C lower add 0.007 (7 points) e.g. 1.267 at 15°C equals 1.260 at 25°C.

ITEM: 16

86 BATTERY **XJS**

XJS models (from VIN 145730) are now fitted with a Chloride battery Part No. DAC 4545. This incorporates an integral vent system eliminating the previous vented cap and hold down strap. To accommodate this battery the following components are also introduced:

Battery Tray	BCC 9561
Battery Cover	BCC 9764
Battery Tie Rods	DAC 4754
Battery Clamp	DAC 4727
Positive Battery Lead	DAC 5608
Vent Pipe	C43502

In conjunction a slave battery system, similar to that used for XJ6 models has also been introduced and a new fully charged battery is now fitted to all vehicles at the point of despatch. To ensure the battery drain is kept to a minimum during the transit period, it has been necessary to remove certain fuses on vehicles shipped to export markets. Fuses removed are as follows:-

Fuse No.	Location
1	6 way fuse box – passenger footwell component plate.
1, 2, 3, 15 17 (passive restraint) 18 (passive restraint)	Main fuse box – driver's footwell component plate.

Displaced fuses will be placed in a plastic bag and stored in the glovebox. These should be refitted at P.D.I.

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Service Bulletin

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DATE: DECEMBER 1989
SHEET: 1 of 4
REF: JD 19/89

ITEM: 89

26 WATER PUMPS—COOLANT LEAKS — AJ6 ENGINES

A high percentage of returned water pumps, replaced under warranty for leaks, have been tested and have been found fault free.

It is important that before condemning the water pump, other areas of the cooling system are eliminated first, i.e.

1) The hose clips securing the hoses to the water pump and the thermostat housing.

2) The thermostat housing joint.

ITEM: 90

64 REAR SUSPENSION 'A' FRAME MOUNTING BUSHES — XJ6 2.9/3.6/4.0

Service Repair Operations are now available for renewing the rear suspension 'A' frame mounting bushes on XJ6 2.9, 3.6 and 4.0 litre models.

The following bush renewal procedure should be adopted:

Remove 'A' Frame Mounting Bushes
Raise the vehicle on a ramp.
Ensure the vehicle is positioned on the ramp with one of the differential drive flange spider legs lowermost, see Fig 1.

Remove the fuel pump mounting bracket to 'A' frame securing nuts.
Remove the 'A' frame to differential rear bracket securing bolts.
Remove the 'A' frame to differential front bracket inner securing nuts and bolts.

Place a jacking channel on the ramp bed and mount a suitable bottle jack on the jacking channel. Align the channel and jack under the previously positioned lowermost differential drive flange spider leg. Insert a suitable block of wood (approx. 25 x 50 x 100mm (1 x 2 x 4in)) between the jack and the differential drive flange spider leg, see Fig 1.

Operate the jack to just take up and support the axle assembly.
DO NOT overstress the differential drive flange and coupling with undue pressure.

NOTE: Ensure the axle assembly is only supported with the jack under the lowermost differential drive flange spider leg. **DO NOT** support the axle by using a propeller shaft drive flange spider leg as the drive flange coupling would almost certainly be overstressed.

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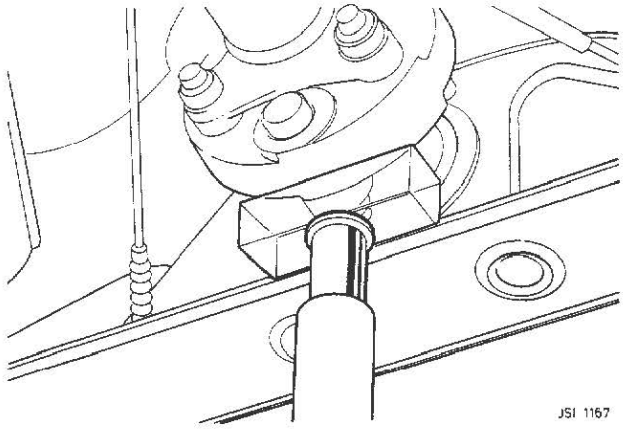

FIG 1.

Remove the 'A' frame mounting bush to body and bracket to body securing bolts and remove the mounting bush brackets.

Lower the jack approx. 25mm (1in) to give improved access.
Remove the 'A' frame to differential front bracket, intermediate securing bolts. Remove the 'A' frame to differential front mounting bracket and tie rod, outer securing bolts.

NOTE: Ensure the outer securing bolt spacers remain in position (captive) in the differential front bracket after the removal of the securing bolts.

Remove the 'A' frame to differential casing securing bolts, applying hand pressure to support the 'A' frame whilst the final bolt is removed.
Remove the 'A' frame from the vehicle.

Position tool JD 143 on the bed of a hydraulic press.
Ensure the cut-out in the tool is uppermost.
Remove the nut and washer from tool JD 143-6 and fit the tool assembly on to the 'A' frame mounting bush. Ensure the flats on the tool locate between the bush rebound stops. Fit and tighten the nut and washer to hold the tool in position, see Fig 2.

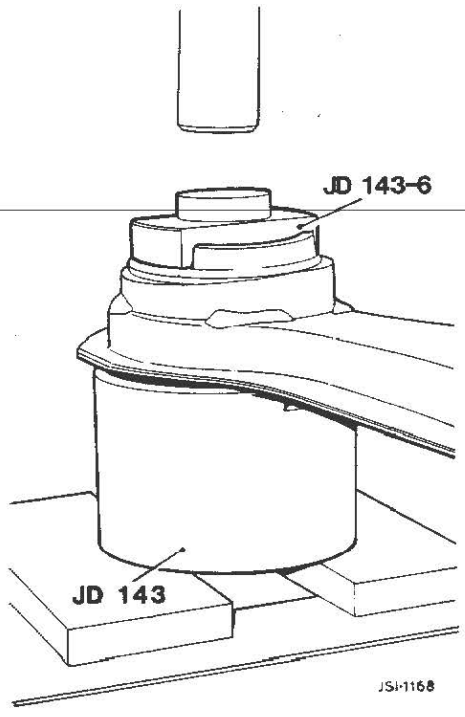

FIG 2.

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Position the 'A' frame mounting bush housing on to tool JD 143, ensuring that the weld nut boss of the 'A' frame locates in the cut-out of the tool. Align the mounting bush with the hydraulic press ram, then, keeping the 'A' frame level, operate the press to remove the bush.

Remove the 'A' frame assembly from the hydraulic press. Remove tool JD 143-6 from the mounting bush by removing the nut and washer. Discard the bush.

If required, the other mounting bush can be removed in the same manner.
After removal of bush(es), refit the nut and washer to tool JD 143-6 then store the tool in a safe place ready for future use.

Fit New 'A' Frame Mounting Bushes

Invert the 'A' frame. Position the mounting bush housing on to tool JD 143. Position the new mounting bush, flange uppermost, on to the 'A' frame bush housing. Align the new bush to set the centre line of the bush rebound stops with those of the opposite bush, see Fig 3.

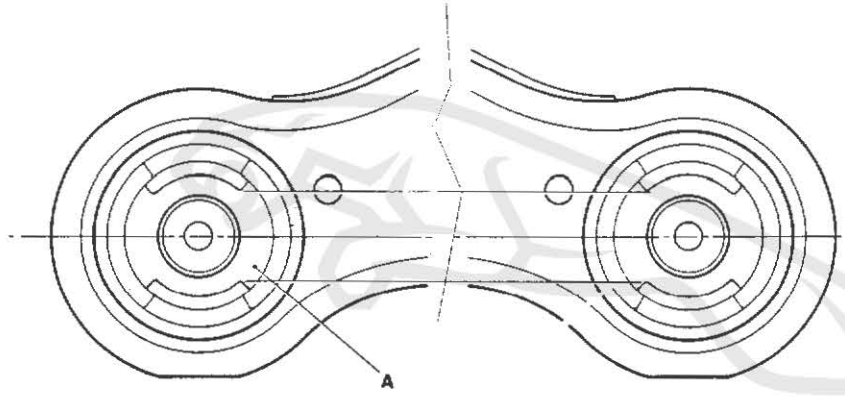

FIG 3.

NOTE: Bush to be within 5 degrees of position shown.

Place a suitable flat steel plate centrally on to the mounting bush. The steel plate should be sufficiently large enough to cover the rubber flange of the new bush, see Fig 4.

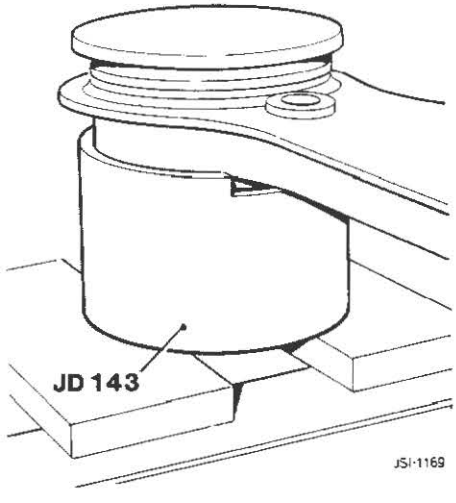

FIG 4.

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Adjust the 'A' frame assembly to centralise the new bush and steel plate with the ram of the hydraulic press. Keeping the 'A' frame level, operate the press to fully seat the new bush. Remove the steel plate. Remove the 'A' frame assembly from the hydraulic press.
When the new bush(es) has been fitted, store the steel plate and tool JD 143 in a safe place ready for future use.

Position the 'A' frame assembly at the correct location on the vehicle. Fit, but do not tighten, the 'A' frame to differential casing securing bolts.
Align and seat the fuel pump mounting bracket studs to the 'A' frame, then, fit and tighten the securing nuts.

IMPORTANT: Ensure the fuel pump wiring remains clear of the 'A' frame clamping face.

Fit, but do not tighten, the 'A' frame to differential front bracket outer securing bolts. Ensure the spacers, previously left in position in the differential front bracket, are in the correct position before fitting the securing bolts.
Fit and tighten the 'A' frame to differential rear bracket securing bolts. Tighten the 'A' frame to differential front bracket outer and intermediate securing bolts, inner securing nuts and bolts and the 'A' frame to differential casing securing bolts.

Raise the bottle jack ram approx. 25mm (1in) to seat the 'A' frame mounting bushes on to the tapered body locations. Place the mounting bush outer brackets in position and fit, but do not tighten, the mounting bush to body securing bolts.
Align the outer bracket to body securing bolt holes, fit and tighten the securing bolts and finally tighten the mounting bush to body securing bolts.

NOTE: New self locking bolts should be used. **DO NOT** re-use old bolts.

Lower the bottle jack, remove the block of wood, bottle jack and jacking channel. Lower the vehicle on the ramp.

The following Service Repair Operation numbers apply:

64.25.09 Rear Suspension 'A' Frame Mounting Bush, Vehicle Set—Renew 1.60 hrs.
64.25.10. Rear Suspension 'A' Frame Mounting Bush, One Side—Renew 1.35 hrs.

When making warranty claims, Complaint Code 5HB should be used using the appropriate 4th digit.

ITEM: 91

66 POWER STEERING / RIDE LEVEL SYSTEM RESERVOIR XJ6 2.9 / 3.6 90 MY ONLY

A new power steering/ride level system reservoir, incorporating a revised filler neck and cap design, has been introduced on XJ6 models from VIN 601983. The new reservoir is identified by the filler cap having six semi-circular 'finger grip' indents equally spaced around the outer diameter, compared with the four lugs used on the earlier design.

The new filler cap must **not** be used with the old type reservoir.

If H.M.S.O. fluid leakage from the reservoir/filler cap seal is experienced on 1990 MY vehicles prior to VIN 601983, an alternative cap seal available from Jaguar Parts Operations, should be fitted. This seal is available under Part No. CCC 2782 and should be fitted in accordance with the procedure detailed below:

* Remove the filler cap from the reservoir and using a suitable implement, remove the seal from behind the retaining flange, A Fig 1.

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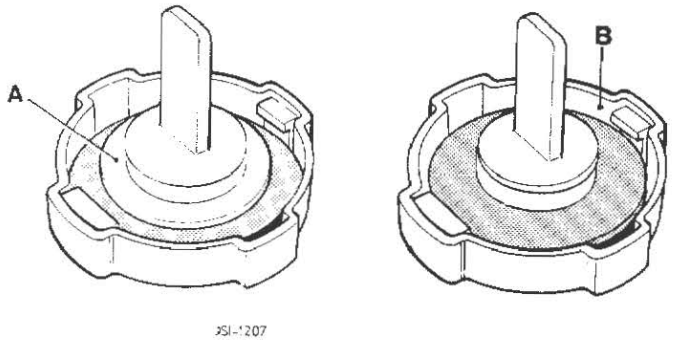

FIG 1

* Discard the seal. Clean the cap and reservoir neck.
* Locate the new seal in the cap, seating the seal against the retaining flange as shown in B Fig 1. **Do NOT locate the new seal behind the retaining flange.**
* Check the fluid level and top up as necessary.
* Replace the filler cap.

Warranty claims should be submitted quoting Warranty Complaint Code 6FXZ and Repair Operation No. 66 9 1 09. A labour allowance of 0. 1 hrs. may be claimed.

ITEM: 92

76 ROOF PANEL RESONANT NOISE (BOOM) XJ6 NON-SUNROOF VEHICLES ONLY

Resonant boom emanating from the roof panel (non-sunroof cars only) has been recognised as affecting XJ6 cars fitted with headlinings manufactured using compressed felt as the backing material.

To prevent further instances of this problem, a new 'moulded polyurethane' headlining has been introduced on all non-sunroof cars built from VIN 595794.

To address this problem on vehicles built prior to the above VIN, the following rectification method should be applied:

IMPORTANT: This repair should be carried out after customer complaint **only**.

a) Position front seats fully forward with the squabs fully reclined.

b) Detach and lower the headlining, allowing it to rest on the seats.
NOTE: It is not necessary to remove the headlining from the vehicle.

c) Affix the anti-resonance pads, Part No. BEC 9039 - 3 required, per vehicle - to the inner face of the roof panel; the positions are indicated in Fig 1.

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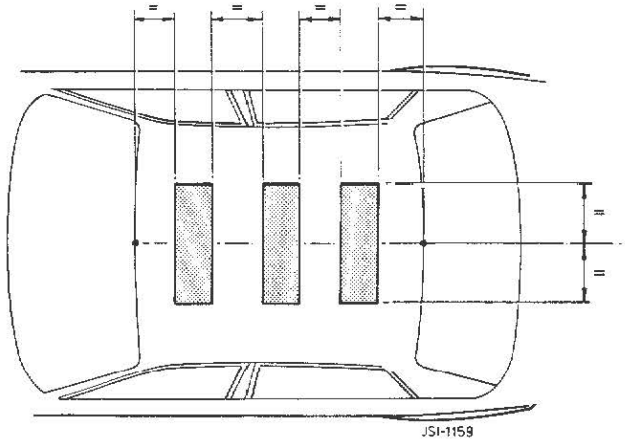

FIG 1

NOTE: Although these pads are self-adhesive and magnetic, they should be firmly pressed along their length on to the panel using a roller or wooded block to ensure full adhesion.

d) Refit the headlining and road test the vehicle for elimination of resonant boom.

Warranty Claims should be submitted quoting Complaint Code 9KAB, SRO 76-91-45, labour allowance of 1.75 hrs.

ITEM: 93

86 WATER TEMPERATURE SWITCH — XJ6 2.9/4.0 1990 MY

Revised operation of the air conditioning/heater water temperature switch in conjunction with circuitry changes to the electronic control module, have been incorporated at 1990 Model Year—VIN 594576.

The water temperature switch performs the following function:

If warm air is required and the coolant temperature is less than 30°C, the fans are switched off. This avoids large amounts of cold air being blown into the car.

From 1990 MY, the operation of this switch has changed from normally open when the coolant temperature is below 30°C; to normally closed and open when the coolant is above 30°C.

Operation:

When the coolant is below 30°C, the switch is closed, thus supplying an earth to the ECU (this will inhibit the fan operation, as for previous models).

When the coolant is above 30°C, the switch will open and the ECU will see 5 Volts from its own pull-up, now incorporated into the ECU, (this will allow the fans to operate normally).

PLEASE NOTE: The revised temperature switch and new electronic control module **ARE NOT** interchangeable with previous parts.

Fault Analysis:

The old system inhibits the fan operation if either the temperature switch or the harness become open circuit. With the new system, if the switch or the harness become open circuit, the fans will continue to operate even if the coolant temperature is below 30°C.

Similiar modifications to XJS and S.III V12 will be introduced in the near future. Introductory VIN's will be advised in a future Service Bulletin.

Jaguar Cars Limited 2005

Service Bulletin

JAGUAR

Daimler

DATE: APRIL 1992

REF: JD 03/92

Owing to revised information received from Engineering, pages 11 of Service Bulletin JD 01/92, 3/4 and 9/10 of Service Bulletin JD 02/92 are being re-issued and are provided at the end of this Bulletin, marked " *Issue 2* ".

Existing pages of the above should be removed and discarded to be replaced with the revised version.

XJ6 3.2 & 4.0 **ITEM: 20**

03 ADDITIONAL REPAIR OPERATION TIME

The following Repair Operation Times are now available:

12.29.16	Cylinder Head Gasket Rear Blanking Plate Gasket	Renew	1.40 Hrs
12.29.17	Cylinder Head Rear Blanking Plate	Renew	1.40 Hrs

Please amend your Repair Operation Time Schedule accordingly.

No other Repair Times are affected.

XJ6 / XJS **ITEM: 21**

10 BRAKE SYSTEM SERVICE RECOMMENDATIONS

With the introduction of new brake components on the above models, the brake servicing recommendations have changed.

No routine replacement of system seals is necessary as the seals are designed to last for the life of the vehicle.

The braking system must still be inspected for satisfactory operation and condition at the regular service intervals.

Brake fluid to be renewed at 2 years or 30 000 miles (48 000 km) intervals, whichever is the sooner. For North America only, 18 months or 30 000 miles (48 000 km).

Note: Service Manuals will be up-dated at the next reprint.

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ALL AJ6–ENGINED VEHICLES **ITEM: 22**

26 WATER PUMPS

A revised water pump assembly has been introduced on AJ6 engines. The assembly now has a gasket between the two halves, instead of RTV sealant as previously used.

The revised assembly is fitted from the following engine numbers:

3.2 : 107696 4.0 : 157275

The part number of the new assembly is EBC 8550 and replaces EBC 4437. The part number of the gasket is EBC 9220.

Note: THE GASKET CANNOT BE RETRO–FITTED TO RTV–SEALED WATER PUMPS. IF A LEAK BETWEEN THE TWO HALVES IS APPARENT, THE OLD STYLE PUMP ASSEMBLY MUST BE REPLACED BY EBC 8550.

When EBC 8550 has been fitted to an engine, the bolts securing the two halves together must be re–torqued to 21.5 Nm – 28.5 Nm, to overcome the possibility of gasket relaxation.

XJ6 / XJ–S / S.III **ITEM: 23**

80 AIR CONDITIONING/HEATER MICROPROCESSOR
82

Refer to Service Bulletin JD 09/91, Item 62.

To improve the retention of the air conditioning/heater servo drive motor ICs (integrated circuits) secured to the microprocessor unit heatsink, the supplier has now changed the process to "Rivscrews".

This modification commenced during mid–November 1991 and replaced the previous bolt–type fixings.

Air conditioning/heater units fitted with revised microprocessors were progressively introduced from VINs:

XJ6	–	659029
XJS	–	183501
S.III	–	486299

XJ6 **ITEM: 24**

84 WINDSCREEN WIPER ARM AND BLADE

From VIN 657725, all XJ6 vehicles have been fitted with a revised wiper arm and blade assembly.

These new parts are interchangeable with cars built prior to this VIN, when changed as an assembly only. Dimensional changes prevent the fitment of a mixed condition of arm and blades.

Dealers are reminded that wiper blade replacement remains a part of the 7500 mile (12000 km) service schedule for all vehicles.

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XJS **ITEM: 25**

86 STOP LIGHT FAILURE SENSOR MODULE – LOCATION

From VIN 179737 (92MY Facelift XJS), the stop light failure sensor module is located in the boot of the vehicle, attached to the inside of the boot side reinforcement panel (drainage channel) L.H. (Fig. 1).

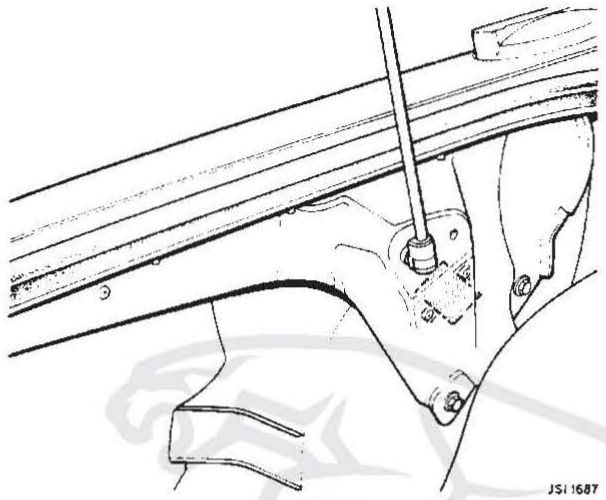

FIG. 1

Prior to VIN 179737 (90MY XJS), the module is located beneath the centre console veneer finisher, attached to a bracket in front of the stowage compartment (Fig. 2).

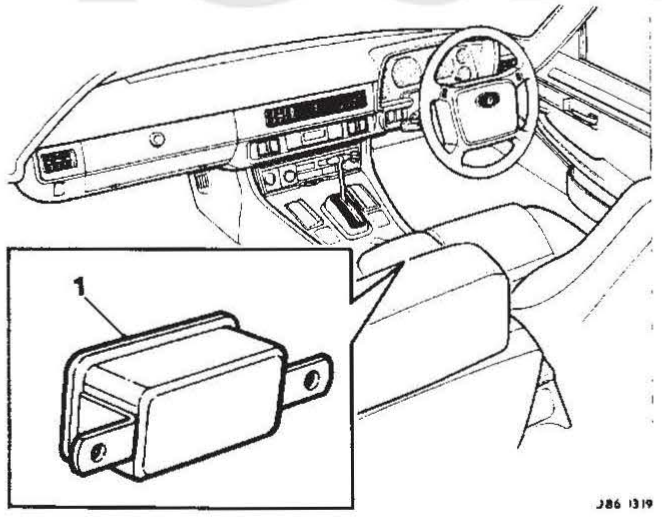

FIG. 2

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XJ6 **ITEM: 26**

88 EXTERNAL SPEED SENSOR BRACKETS – IDENTIFICATION

Two external speed sensor brackets are available for use on XJ6 models. To avoid any confusion, they are identified as follows:

Bracket Part No	Description Of Use
CAC 9884	For all Drive Units prior to the introduction of EBC 9750 and EBC 9751 (no colour identification).
EBC 9820	For all Drive Units from the introduction of EBC 9750 and EBC 9751 (identified by a "spot" of **blue** paint).

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Service Bulletin

JAGUAR Daimler

Date JUNE 1984
Sheet 1 of 3
Bulletin JD 06/84

ITEM 42

00 DISTRIBUTION POLICY — UK MARKET ONLY

In future, the Dealer distribution of this Bulletin will be confined to JAGUAR DAIMLER Dealers only.

The circulation to Fleet and other recipients will remain unchanged.

Any non JAGUAR franchise holder who still has cause to require the Bulletins will be reinstated to the circulation upon application:

Customer Service Department
Jaguar Cars Limited
Browns Lane
Allesley
COVENTRY
CV5 9DR

ITEM 43

00 REPAIR OPERATION TIMES — SERIES III/XJ-S

Would any franchise holders who have experienced difficulty in obtaining AKM 9038/83 – Series III Repair Operation Times, and AKM 4412/83 – XJ-S Repair Operation Times from Unipart, please note that matters have been rectified and no further trouble should be encountered.

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ITEM 44

03 SERIES III REPAIR OPERATION TIMES — SERIES III 3.4/4.2

There is an alteration to the Series III Repair Operation Times (AKM 9038/83) to three operations concerning six cylinder vehicles.

The Operation Numbers are 82-50-53, 82-20-54, and 82-20-55. The alteration concerns changing the entry in the Repair Time column from NA to NT $>$, thus allowing the time in the 5.3 column to be claimed.

The Repair Time columns for these three operations should now be altered to the following:

	3.4	4.2	5.3
82-20-53	NT $>$	NT $>$	1.90
82-20-54	NT $>$	NT $>$	1.65
82-20-55	NT $>$	NT $>$	1.60

No other Repair Times are affected.

ITEM 45

09 APPROVED LUBRICANTS — ALL

As part of our programme to evaluate and test oils, the following list of SYNTHETIC oils has been given approval by Jaguar Cars:

PRODUCT NAME	SAE VISCOSITY RATING
Motul 300V	15w/50
Agip Sint 2000	10w/50
Mobil SHC	10w/50 20w/50
Mobil 1	10w/30
Shell Gemini	15w/40
Shell Gemini (Quadro)	10w/40
Mobil 1 Rally Formula	5w/50

Generally, synthetic oils are superior in performance under extreme operating conditions at higher engine temperatures.

Although all the above SYNTHETIC oils are approved by Jaguar Cars, it is essential that the temperature chart detailed in the Owner's Handbook and Workshop Manual (reproduced below for reference) is referred to. An oil with a viscosity rating which falls within the ambient temperature scale which the vehicle is operated in MUST be used.

e.g. 10w/30 or 10w/40 MUST NOT be used if the ambient temperature EXCEEDS 16°C (60°F).

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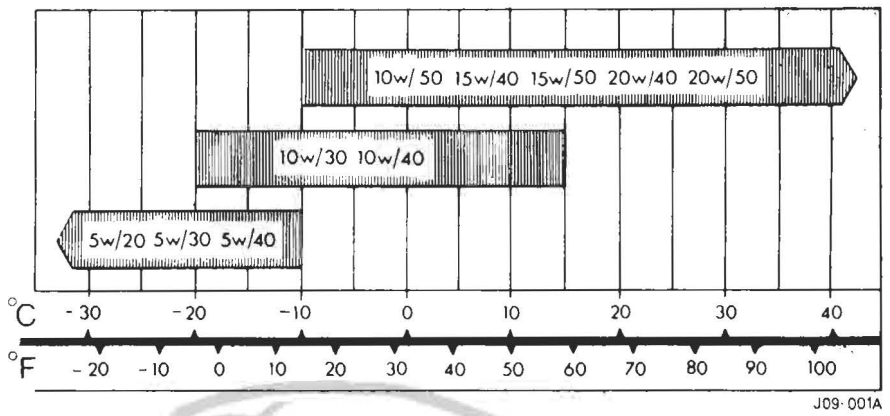
The above SYNTHETIC oils and normal mineral oils meeting BLS 22.OL.02 are compatible. As such, should synthetic oil not be available, it is acceptable to top up with a normal mineral oil, providing it meets BLS 22.OL.02.

Engine Oil – Recommended S.A.E. Viscosity Range/Ambient Temperature Scale



ITEM 46

19 POOR HOT START (WARRANTY ADMINISTRATION) V12 MODELS

Reference Service Bulletin JD 11/83 Item 72, please note the following warranty coding should be utilised against this operation:

7G4 A

ITEM 47

19 CRUISE CONTROL BRAKE PEDAL SWITCH SERIES III

Further to modifications detailed in Service Bulletin JD 02/84 Item 12, the supplier of the brake pedal switch, which disconnects the speed control system when the brake is applied, has introduced additional quality improvements.

From Manufacturing Date Code A4 (A = January, 4 = 1984), switches to the latest condition have been introduced from Vehicle Identification Number:

381034

Parts Division stock is to the latest condition.

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ITEM 48

26 LOW COOLANT PROBE — XJ12/XJ-S

Further to Service Bulletin JD 10/83 Item 66, which detailed the method of relocating the low coolant probe in the header tank to overcome the involuntary flashing of the warning light, this Service Fix has now been incorporated on all production vehicles from the Vehicle Identification Numbers quoted below. The low coolant probe will be situated in the header tank.

384477 – Saloon
115816 – XJ-S

ITEM 49

37 77 MM TRANSMISSION – 5TH GEAR RETENTION — SERIES III XJ6

Several reports have been received of the 5th speed gear and synchromesh hub coming adrift due to failure of the retaining circlip to secure the assembly to the main shaft.

Investigations have revealed the problem to be due to operator error in not ensuring that the circlip was fully seated in its groove.

Assembly instructions have been amended to ensure that circlip retention is correct.

This has been introduced at:

TRANSMISSION NO.	ENGINE NO.
036688D	8L 158819

ITEM 50

44 GM400 SUMP GASKET LEAKAGE — XJ12/XJ-S/LIMOUSINE

To overcome the problem of oil leakage from GM400 transmission sump gaskets, the following modifications have been introduced:

1. Thicker gauge material for the sump pan.

2. Improved gasket material.

These modifications were introduced on Transmission Numbers:

84ZU 4057
84ZD 1164

The first engines to have modified transmissions fitted were:

8S 28242 – XJ-S
7P 49806 – XJ12 Saloon

The introduction point for Limousines will be given when it is available.

The part number of the new gasket will be given when parts are available.

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ITEM 51

76 AIR EXTRACTOR NOISE — SERIES III

Rectification of rattles emanating from the flaps of the air extractor tray was detailed in Service Bulletin JD 07/83 Item 49.

Self adhesive plastic caps, BAC 3859, are now available for use instead of the self adhesive strips previously recommended.

NOTE: Plastic caps are packaged in strips of 56. When ordering one off BAC 3859, 56 caps will be supplied, which is enough for 7 vehicles (2 caps per flap, 8 caps per vehicle).

BAC 3859 was introduced at Vehicle Identification Number:

376790

ITEM 52

79 REPAIR CONSUMABLES — SERIES III/XJ-S/LIMOUSINE

Continuing the policy of evaluating consumable products for use on Jaguar vehicles, the following products have been approved for service use, and are additional to products previously approved.

NOTE: When using any of the products recommended by Service, reference should be made to the appropriate data sheet supplied by the manufacturer.

ICI AUTOCOLOUR ANTI STONE RESISTANT PRIMER P955-3001 BERGER STANDOX STONE RESISTANT PRIMER	Water based primers available in one litre containers for use with suction feed spray gun or Schutz gun.
3M's BODY CAULKING 8568 DUNLOP SEMSTRIP 2208	Water resistant thumbing compounds for sealing openings in body panels.
3M's BOLTED PANEL SEALER 8574 DUNLOP SEMSTRIP GP	Water resistant sealers for jointing between bolted/ rivetted panels.
3M's SUPER SEAM SEALER 8537	A brush on sealer ideal for footwells and floor seams.

ITEM 53

84 WINDSCREEN WASHER PUMP — SERIES III 6 CYLINDER MODELS (NON HEADLAMP WASH/WIPE)

To improve the windscreen wash facility on Series III 6 cylinder non headlamp wash/wipe models, a larger capacity washer reservoir incorporating a "Tudor" heavy duty pump assembly has been introduced from Vehicle Identification Number:

385665

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Service Bulletin

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Date JULY 1984
Sheet 1 of 2
Bulletin JD 07/84

ITEM 54

26 COOLING SYSTEM — ALL MODELS

Instances have been reported of sludge contamination in the cooling system resulting in poor heater performance or overheating. Samples of this contaminant have been analysed and identified as a phosphate based substance probably caused by the use of non approved anti-freeze. Only anti-freeze recommended in the workshop manual (copy shown below) should be used for topping-up and re-fill purposes.

RECOMMENDED ANTI-FREEZE

BP Type HS25 Bluecol 'U' Union Carbide UT 184 or Unipart Universal, if these are not available, phosphate free anti-freeze conforming to specification BS 3150 or 3152 may be used.
Concentration — UK and RHD export markets only 40% sp gr 1.065.
In North America use Jaguar Part No. ZVW 244101.
All other markets 55% sp gr 1.074.

In territories where anti-freeze is unnecessary the cooling system must be filled with a solution of Marston Corrosion Inhibitor Concentrate SQ36.

Always top-up the cooling system with recommended strength of anti-freeze or corrosion inhibitor, NEVER with water only.

N.B. When investigating overheating problems on vehicles fitted with air conditioning, a check should be made to ensure that there is no road debris trapped between the radiator and the condenser.

ITEM 55

37 MANUAL GEARBOX — SERIES III XJ6

Several reports have been received of 77mm 5-speed gearboxes "jumping out of gear". Sample gearboxes returned for investigation have been tested and found to be functioning correctly. It is known that if the transmission tunnel cover plate or gear lever gaiter are incorrectly fitted, the gear lever movement can be restricted to prevent the gears engaging fully. If any manual XJ6 vehicles are encountered which are jumping out of gear or suffering difficult gear engagement, then the centre console should be removed to check that the gear lever movement is not restricted by either the gaiter or the cover plate before the transmission is removed.

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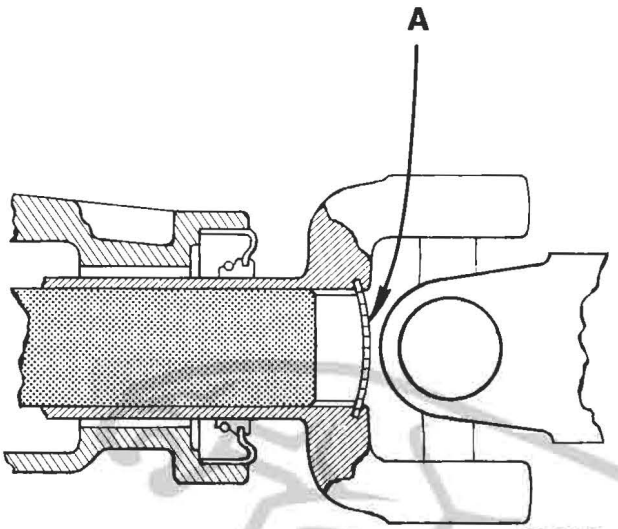
ITEM 56

47 PROPSHAFT — XJ-S 3.6/XJ-SC 3.6

When fitting the propshaft into the Getrag manual gearbox, care must be taken not to disturb the oil sealing plug (A) by pushing the propshaft too far into the gearbox (see diagram). The only stop, when sliding the propshaft into the gearbox, is the sealing plug at the bottom of the propshaft reverse spline and if any force is used the plug can be disturbed and allow oil to leak out from the gearbox.



ITEM 57

60/64 FRONT/REAR SHOCK ABSORBERS — SERIES III XJS

The supply of front and rear shock absorbers has been changed from Girling to Boge.

Front and rear Boge shock absorbers were introduced on Series III saloons at VIN: 391800.

At present on XJS models only, front Boge units have been introduced and Girling rear units are still fitted.

A further bulletin will be issued advising the introduction of rear Boge units on XJS models.

Boge shock absorbers can be identified by an all black paint finish which replaces the dark blue/grey finish used by Girling, and are fully interchangable with the Girling unit.

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ITEM 58

70 FRONT BRAKE DISC PROTECTION XJS/S.III

Difficulties have been encountered in production concerning the fitment of brake disc protection covers and anti-rust paper. This has resulted in the fitment being suspended from the following VIN's:

388191 — Series III
116764 — XJS

When the protection covers and anti-rust paper are re-introduced, the introduction points will be advised in a future Service Bulletin.

ITEM 59

76 ELECTRIC DOOR MIRROR S.III/XJS HE

To improve the reliability of the electrical door mirror assembly, mirrors are now equipped with a new 'Kienzle' motor unit.

Units to the latest condition being progressively introduced at VIN's:

390466 — Series III
117350 — XJS HE

ITEM 60

82 BLOWER FAN ASSEMBLIES S.III/XJS HE (AIR CON. MODELS ONLY)

To overcome noise/vibration problems experienced with the current blower fan units, new fan assemblies incorporating 'Smiths' Motors have been re-introduced on air conditioned models **only** from VIN's:

382821 — Saloon
115478 — XJS

For normal service replacement purposes the new 'Smiths' Motor will be supplied complete with a balanced fan assembly, mounting bracket and link harness, Part No's:

JLM 232 — RH
JLM 233 — LH

This kit may be used to service all previous fan assemblies incorporating either 'Smiths' or 'Delanair' type motors.

Should replacement of **complete** blower assemblies be required, units to the latest condition are available under Part No's:

CAC 8710 — RH
CAC 8711 — LH

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Service Bulletin

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Date SEPTEMBER 1984
Sheet 1 of 3
Service Bulletin JD 09/84

ITEM 71

12 ENGINE STALL

S.III 4.2 XJ6
All Markets except North America, Australia, Canada, Japan, Sweden, Switzerland

Further to Service Bulletin JD 08/84 Item 65, isolated reports have been received of engine stall/idle dip on vehicles not fitted with AIR CONDITIONING.

Such vehicles may be modified as detailed in JD 08/84 but terminal 6 (Fig. 3) need NOT be connected to the green/brown (GN) compressor feed (C Fig. 2) and should be taped back into the harness.

ITEM 72

12 EXCESSIVE OIL CONSUMPTION

S.III 4.2

A further modification has been introduced on 4.2 XK engines to improve engine oil consumption. This modification concerns a new piston ring pack and was introduced at engine number:

8L 167619

Part numbers will be advised when stocks are available.

ITEM 73

12 EXHAUST VALVE GUIDES

S.III XJ6

A modification has been made to the exhaust valve guide to overcome sticking valves. This modification involves relieving the valve guide bore at the exhaust port end. This was introduced at engine numbers:

8L 167200	–	4.2
8A 15507	–	3.4
7M 4927	–	Limo

New part numbers will be issued when stocks are available.

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ITEM 74

12 SPARK PLUGS — V12 HE ENGINES

Due to supply difficulties with the copper cored resistive spark plug recently introduced (see JD 05/84 Item 39), it has been necessary to revert to the old spark plug in certain markets for a limited period. Detailed below are the markets and Engine numbers affected:

All Markets except:

North America, Australia, Canada, Japan, Sweden, Switzerland.

XJ12	–	From 7P 50514 to 7P 50749
XJS	–	From 8S 29899 to 8S 30614

ITEM 75

26 TOP WATER HOSE — XJS 3.6 & XJ-SC 3.6

Investigations into the failure of a top water hose, part number CAC 5100, have revealed that the material at the centre of the hose was not fully cured. The suspect hoses have the date code 13/83 moulded into the outer covering of the hose, along the centre line.

It is essential that all vehicles are inspected and if found to have a top hose – CAC 5100 with a date code 13/83 fitted, then the hose must be replaced.

This inspection is to be carried out during normal vehicle servicing.

NOTE: All vehicles produced after VIN 118692 are assured and do not need checking.

ITEM 76

76 SUNROOF PANEL STICKING — S.III

Investigations reveal that where sunroof sliding panels stick in a closed position, damage to the sunroof motor can result. The sticking condition is caused by a white grease which is smeared around the sunroof aperture to assist smooth panel operation. Under certain conditions the grease becomes very sticky and causes the lid seal to stick to the aperture.

To ensure smooth sunroof operation this grease MUST BE COMPLETELY REMOVED. If the sunroof subsequently fails to operate smoothly, a suitable alternative lubricant can be applied.

The grease detailed above was deleted from new vehicles from VIN 396121.

Rectification

1. Remove sunroof panel as follows:
   (a) Fully open the sunroof.
   (b) Remove four screws from the front edge of the sliding panel.
   (c) Operate the sunroof towards a closed position at the same time lifting the front of the sliding panel away from the undertray.
   (d) After full travel, lift the sliding panel clear by releasing from two clips at the rear end.
2. Clean sunroof aperture and sliding panel seal THOROUGHLY using white spirit SBP3 or a similar suitable solvent which will NOT damage T.P.A. Paint.
3. Apply lubricant seal if desired (See Note).
4. Refit lid.

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Warranty claims for this rectification should be submitted using Code 9C9F, Labour allowance = 0.45 hours.

Notes on Lubricants

In the absence of universally approved lubricants, it is permissible for Dealers to use a proprietary silicone based lubricant. However it must be emphasised that, whilst fully cured paint is not affected by silicone sprays, such sprays MUST NOT be discharged near vehicles undergoing paint rectification or silicone cratering may result.

U.K. Approved Lubricants

1. Hellerine: Hellerman Electric
Pennycross Close
Pennycross
Plymouth
Devon PL2 3NX

Application: Smear lightly on to the rubber seal.

2. A.O.T. Superlube: A.O.T. Limited
Immex House
Imperial Way
Watford
Herts.
Telephone Watford 33477

Application: Spray lightly on to seal. It is important to remove any spray from painted surfaces or marking may result.

ITEM 77

82 AIR CONDITIONING IN CAR SENSOR — ALL XJS MODELS

To improve in car sensor response on XJS HE and XJ 3.6 models a Blown Aspiration System similar to that currently fitted to Series III models, is shortly to be introduced.

Introduction vehicle identification numbers will be advised in a further Service Bulletin.

Should Distributors/Dealers receive customer complaints of a slow sensing action, i.e. the air conditioning unit, irrespective of what automatic mode it is set at, blows either too hot or too cold for a prolonged period before stabilizing the in car temperature, then vehicles may be modified in accordance with the following procedures.

Parts required are as follows:

Part No.	Description	Qty. per Car
CAC 8362	Aspirator Choke	1
C15150/8	Hose	1
CAC 3398	Elbow Pipe	2 (RHD) 1 (LHD)

Please note that hose part number C15150/8 is supplied in a 1 metre (40 in) length, however this will require cutting to the following lengths for RHD and LHD applications:

RHD = 279.0 mm (11.0 in) 1 off
RHD = 38.0 mm (1.5 in) 1 off

LHD = 889.0 mm (35.0 in) 1 off

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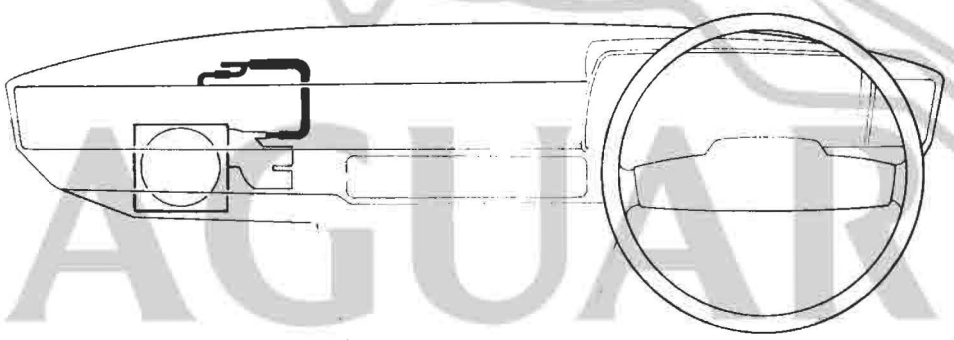
Labour Allowances RHD = 0.75 hrs LHD = 1.55 hrs

Should be quoted utilising Warranty Code 8R4U

IN CAR SENSOR MODIFICATION RIGHT HAND DRIVE (RHD) REFERENCE FIG. I

1. Disconnect Battery.
2. Remove the passenger side underscuttle trim panel and glove box assembly.
3. Remove the in car sensor assembly and associated pipe work.
   PLEASE NOTE: The existing in car sensor (E), foam tube (G) and rubber elbow (F) should be retained when modifying both RHD and LHD conditions, all other components removed may be discarded.
   Also rubber elbow (F) should be shortened at the sensor connection end by 25.0mm (1.0in) for both RHD and LHD applications.
4. Utilizing the existing components referred to above and the new parts required, pre-assemble as shown in Fig. 1. Locate the in car sensor harness connection (H) through the foam tube (G) before connecting to the sensor (E). Using suitable adhesive tape, secure the sensor (E) to the choke (D) and slide foam tube (G) into position shown in Fig. I.
5. Relocate modified assembly into position ensuring that no kinks or twists are evident in rubber hose sections (B and C).
6. Using a suitable plastic self locking ratchet strap, secure the lower rubber hose section (B) to the side of the air conditioning/heater unit case, as per original installation.
7. Replace under scuttle trim panel and glove box assembly.
8. Reconnect battery.



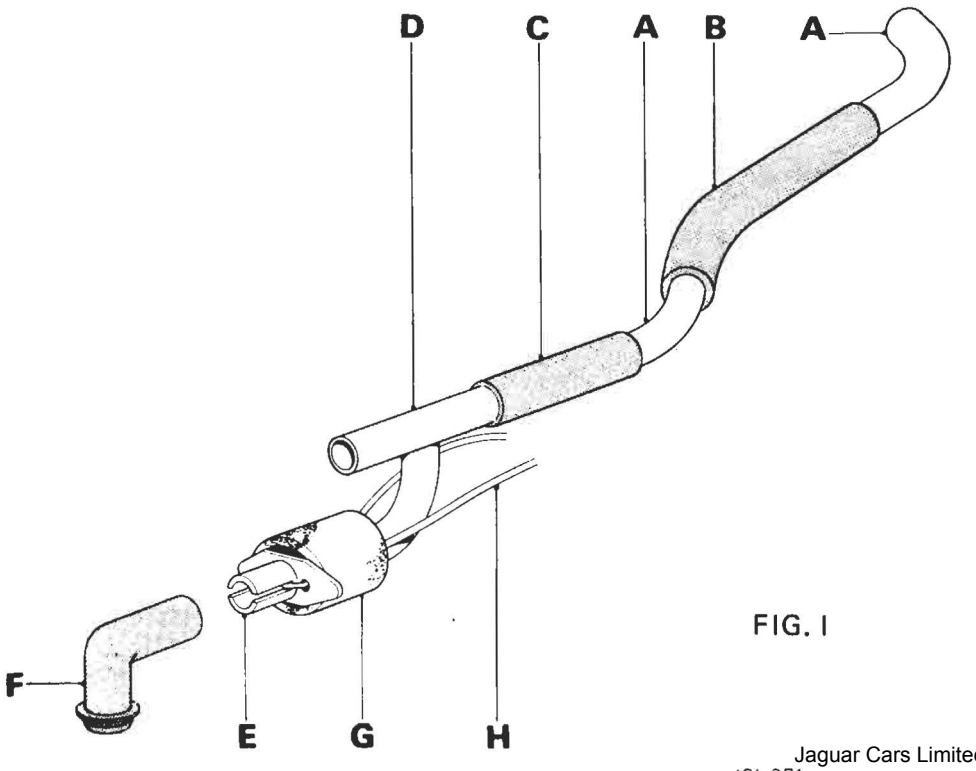


FIG. I

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IN CAR SENSOR MODIFICATION LEFT HAND DRIVE (LHD) REFERENCE

Fig. 2 – Modified Hose Routing.
Fig. 3 – Sensor Component Assembly.

1. Disconnect Battery.
2. Remove the driver and passenger side underscuttle trim panels.
3. Remove the instrument pack assembly and glove box compartment.
4. Carefully remove the existing choke assembly from the driver's side blower fan ducting.
5. Cut off the plastic ratchet strap retaining the rubber hose to the air conditioning unit case and remove the choke assembly from the hose.
6. Remove the sensor assembly, disconnect the sensor harness and disconnect assembly from the rubber hose.
7. Cut off the surplus rubber hose protruding at both the driver's and passenger side. Extreme care should be taken to ensure that the sensor harness at both ends is clear before commencing cutting.
   PLEASE NOTE: Due to the original rubber hose section being secured to the main bulkhead harness and the securing points being inaccessible, the route of the original rubber hose cannot be utilized.
8. The new rubber hose section (B) is to be routed forward of the bulkhead harness following the space created by the shape of the facia crash roll as shown in Fig. 2. For ease of fitment it is advised that the new rubber hose is fitted from the driver's side.

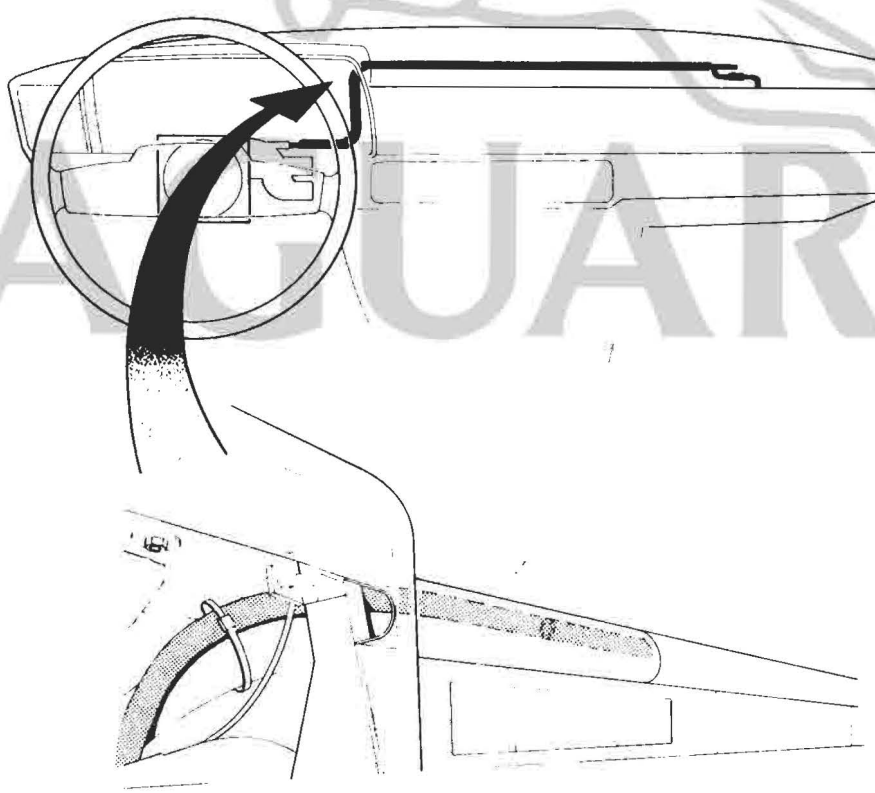

FIG. 2

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9. With the rubber hose (B) in position, connect the hose to the driver's side blower motor duct aperture utilizing metal elbow (A). Using a suitable plastic self locking ratchet strap secure the rubber hose (B) to the main bulkhead harness as shown in Fig. 2.
10. Locate the in car sensor harness connections (H) through the foam tube (G) and connect to sensor (E). Connect sensor (E) to the new choke assembly (D) and secure using suitable adhesive tape. Slide foam tube (G) into position shown in Fig. 3.
11. Connect rubber elbow (F) to the sensor (E).
12. Connect choke/sensor assembly to hose (B) and fit to vehicle, ensuring that no kinks or twists are present on hose (B).
13. Replace under scuttle trim panels, glove box compartment and instrument pack.
14. Reconnect battery.

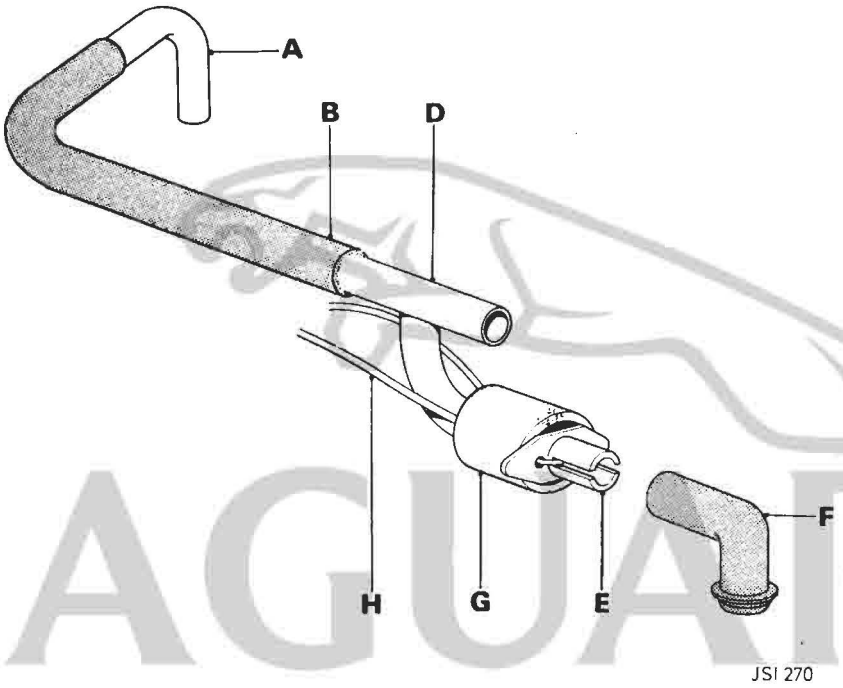

FIG. 3

JAGUAR

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Service Bulletin

JAGUAR Daimler

Date JANUARY 1985
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Bulletin JD.01/85

ITEM 01

12 OIL PRESSURE SWITCH — **ALL MODELS**

During investigations into oil leakage from the oil pressure switch, it has been noted that non approved pressure switches are being used. Please note that Unipart switch GPS 117 IS NOT APPROVED for fitment on Jaguar vehicles and must not be used as the hexagon size prevents secure fitment in Jaguar applications.

The only oil pressure switch specified and approved for use on current Jaguar vehicles is C 42200.

ITEM 02

26 COOLANT HEADER TANK — **XJS 3.6/XJ-SC 3.6**

Following reports of coolant loss from the header tank filler neck joint, all header tanks are now pressure tested after stove enamelling. The solder specification has also been improved to prevent any possibility of the solder melting during the stove enamelling process. Header tanks are quality assured from VIN 119730 and Parts stocks are all to the latest condition.

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ITEM 03

26 THERMOSTAT HOUSING GASKETS S.III/XJS HE

To overcome isolated instances of coolant loss from the thermostat housing, new gaskets have been introduced on 6 cyl (XK) and V12 engines. The new part numbers are detailed below:

Model	Description	Part No.
XJ6 3.4, Limo	Thermostat Housing Gasket	EAC 7044
XJ6 4.2	Thermostat Housing Gasket	EAC 7046
XJ6 3.4, 4.2, Limo	Water Outlet Pipe Gasket	EAC 7045
XJ12, XJS HE	Thermostat Cover Gasket LH	EAC 7047
XJ12, XJS HE	Thermostat Cover Gasket RH	EAC 7048

The bolt tightening torques are also revised to:

6 cyl (XK)	23 – 28.5 Nm	(17–21 lb/ft)
V12	10.8 – 12.2 Nm	(8–9 lb/ft)

The improved gasket and revised tightening torques were introduced at the following engine numbers:–

XJ6 3.4	8A 15616
Limo	7M 4974
XJ6 4.2	8L 173271
XJ12	7P 51620
XJS HE	8S 32778

ITEM 04

57 POWER ASSISTED STEERING RACK S.III/XJS

Continual monitoring and examination of returned Power Assisted Steering racks has resulted in the following improvements:

1. To prevent rack bar contamination due to the use of spurious lubricants during Service, extensive testing by Jaguar and Adwest has resulted in the deletion of the rack damper grease nipple. Greasing of the rack damper during Service is NOT necessary as initial greasing by the manufacturer is considered sufficient.

2. To alleviate the possibility of scoring the rack bar with the steering alignment tool, when checking the steering geometry, a deeper and chamfered centralising pin hole has been introduced.

3. A new tangential valve and torsion bar has been introduced.

These improvements have been implemented on steering racks built after date code 4L 0001 and were introduced progressively on to Jaguar production from VINS:

413000	S.III
120500	XJS

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ITEM 05

70 BRAKE BEDDING IN PROCEDURE — ALL MODELS

With the recent introduction of semi-metallic brake linings, it is important that all Service Personnel are aware of the optimum procedure for the 'bedding-in' of these linings. Details are as follows:

In order to ensure optimum brake performance and refinement throughout the life of the brake friction linings and brake discs, it is essential that a controlled brake bedding procedure is undertaken during the early life of the friction linings.

The procedure used should ensure that the friction linings quickly achieve normal operating conditions as a result of low energy applications, without being subjected to high energy input levels.

The procedure recommended for the first 320 km (200 miles) is of deliberate, frequent light application wherever possible, similar to that used during normal town driving. On open road driving the above conditions have to be simulated. Try NOT to brake from speeds in excess of 96 km/h (60 mph); reduce speed by short brake applications, i.e. 80–65 km/h (50–40 mph) at intervals of approximately 1.5 km (1 mile).

This procedure will ensure satisfactory brake lining/disc conditioning, and lead to optimum brake life and performance.

ITEM 06

74 ALLOY WHEELS — S.III/XJS

Reports of difficulty in removing alloy wheels due to corrosion between the mating faces of the wheel and the hub spigot has resulted in a greasing operation being introduced on production.

The hub spigot bore of the wheel is now coated with Shell Retinax 'A' grease. This was introduced at VIN Nos:

411159	S.III
119708	XJS

ITEM 07

76 AUTOMATIC REAR SEAT BELTS — XJS (AUSTRALIA)

All XJS vehicles landed in Australia after January 1st 1985 will incorporate 3 point inertia reel rear seat belts.

ITEM 08

82 AIR CONDITIONING SERVO UNIT — S.III/XJS HE/XJ-S 3.6/XJ-SC 3.6

Further to Service Bulletin JD.11/84 – Item 85 Reference Step 3. To prevent excessively low pressure being generated in the air conditioning system under certain operating conditions, the servo motor unit Ranco override function has now been deleted. Units to the modified condition were introduced from VINs:–

411931	S.III
120267	XJS HE/XJ-S 3.6/XJ-SC 3.6

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ITEM 09

82 RECEIVER DRIER — S.III 4.2 (AIR CON. MODELS ONLY)

To improve the efficiency of the Receiver Drier, the Drier has been repositioned to enable maximum refrigerant flow through the internal pick-up pipe.

This repositioning has resulted in the sight glass now being on the left hand side and in the vertical position. This change was introduced at VIN 412060.

When fitting replacement Receiver Drier Bottles on Series III 4.2 Models (prior to the above VIN) the Receiver Drier should be fitted as described above.

The fitment of the Receiver Drier Bottle CAC 1881 on Series III 5.3/XJS HE and XJS 3.6 Models remains unchanged, i.e. the Drier mounted with the sight glass on the right hand side and the sight glass angled approximately 15 degrees rearwards.

ITEM 10

86 DOOR POCKET WARNING LAMPS — S.III/JAGUAR VDP & SOVEREIGN ONLY

During the winter period, especially in markets where the ambient temperatures are particularly severe, it is possible for the electric aerial mast to freeze temporarily. Isolated incidences have been reported of the main circuit fuse blowing through the aerial operation being impaired.

Should this occur it is possible for the door casing puddle lamps to illuminate with the doors closed, and in some cases, due to the problem going unnoticed, can result in the battery discharging when the vehicle is parked.

Through subsequent investigations, the cause has been traced to a feed back circuit developing through the interior light circuit which is also protected by the same fuse link.

Fuse No. 3 Main Fuse Box – LHD
Fuse No. 13 Auxiliary Fuse Box – RHD

To prevent this involuntary illumination and possible battery discharge, modified bulkhead harnesses incorporating diode protection on the interior light circuit will shortly be introduced. Introductory VINs will be issued in a further Service Bulletin.

However should this problem be encountered on vehicles already in Service, the following modification may be implemented:

Labour allowance 0.45 hrs
Complaint Code 7K7S

PARTS REQUIRED

Description	Part No.	Code (see Fig. 2)
1 off Lucar Connector	GHF 2051	A
1 off Lucar Connector	GHF 2060	B
2 off Lucar Insulation Sleeve	GHF 2151	C
1 off Diode	AAU 5034	D

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MODIFICATION PROCEDURE

1. Disconnect the battery.
2. Remove the passenger side 'A' post lower trim panel to expose the lower bulkhead/door harness (See Fig. 1). Passenger side RHD is shown, LHD is symmetrically opposite.

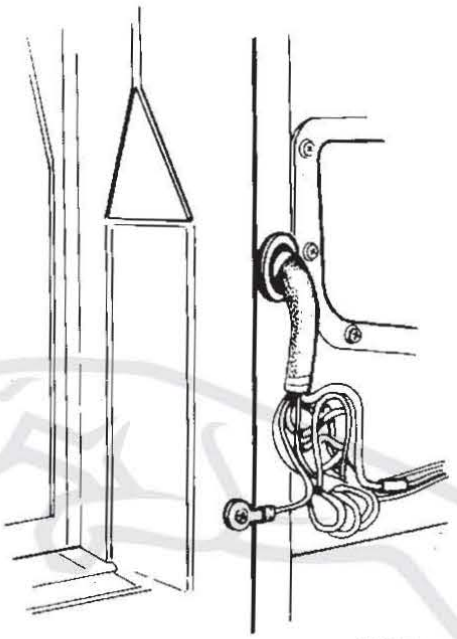

FIG. 1 JSI-281

3. Locate the interior door switch purple/white (PW) cable and cut.
4. Fit insulations sleeves (C, Fig. 2) and crimp/solder Lucar connector (A and B, Fig. 2), to the purple/white (PW) cable. Connect diode unit (D, Fig. 2) in circuit and strap or tape to the harness.

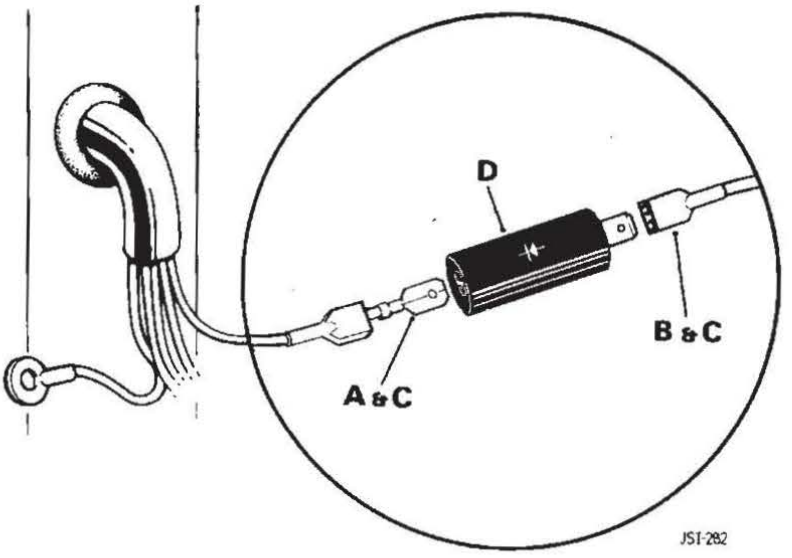

FIG. 2 JSI-282

5. Refit the 'A' post lower trim panel and reconnect the battery.

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86 IGNITION COIL S.III 4.2

To improve the ignition performance on S.III 4.2 Models, a new Ducellier coil with ballast resistor, together with a modified amplifier and engine harness have been introduced from Engine No:–

8L 173271

Interchangeability with the previous ignition system is affected.

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Service Bulletin

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Daimler

☆ 2nd ISSUE ☆

Date SEPTEMBER 1985
Sheet 1 of 4
Bulletin JD 09/85

ITEM: 62

12 OIL PRESSURE TRANSMITTER — S.III/XJ-S

Investigations into oil loss from the oil pressure transmitter, have revealed that in the majority of cases the leak is via the sealing washer. To ensure that the washer seals correctly, the tightening torque has been increased to 20.3 to 27.1 Nm (15-20 lbs/ft).
This change was introduced at the following engine numbers:

8L 187777 - 4.2
8A 16096 - 3.4
7M 5084 - Limo
8S 36329 - XJS
7P 53368 - XJ12

ITEM: 63

12 ENGINE OIL COOLER PIPE — S.III 3.4/4.2

To eliminate the possibility of oil loss from the engine oil cooler hoses, a new hose material has been introduced which has been designed to withstand higher temperatures.
This has resulted in Part Number changes for the hoses:

CBC 1437 replaces CAC 4557
CBC 1438 replaces CAC 4558

These new hoses were introduced at VIN 432926

ITEM: 64

26 IDLER PULLEY ASSEMBLY — V12 MODELS

Following reports of fracturing of the idler pulley assembly, used for tensioning the water pump drive belt on V12 engines, the material of the pulley arm has been changed from aluminium to S.G. iron.
This modification has resulted in Part Number changes which will be advised when the new parts are available.
The modification was introduced at engine numbers:

7P 53808 - S.III V12
8S 37231 - XJS V12

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☆ 2nd ISSUE ☆

ITEM: 65

26 THERMOSTAT — XJ-S 3.6/XJ-SC 3.6

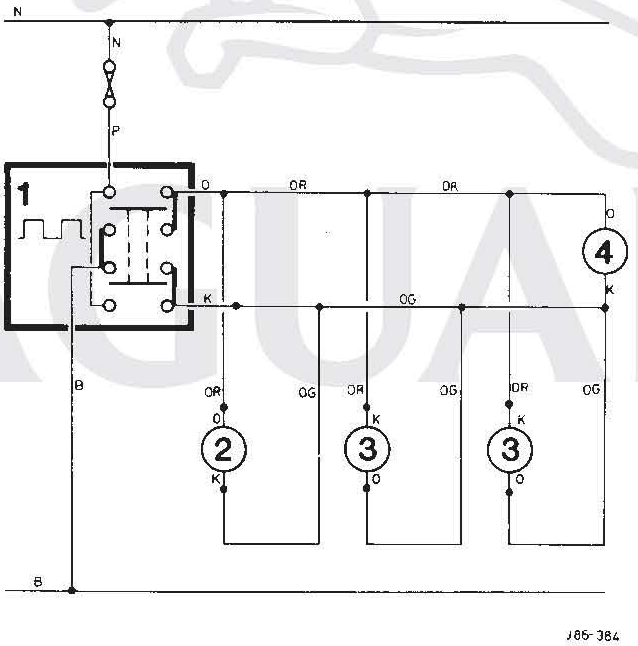
To improve heater output on XJS and XJ.SC 3.6 the cooling system thermostat has been changed from 82°C to 88°C.
The new Part Number will be advised when parts are available.
The new thermostat was introduced at Engine Number:

9DPAMA 102481

ITEM: 66

76 CENTRAL LOCKING — S.III

Commencing with 1986 M.Y. a new electric locking system has been introduced onto S.III vehicles, from VIN 428715 L.H.D. and 429455 R.H.D.
In general terms the main change from the previous system introduces electric motor operation to the locks on all passenger doors and boot in place of the electric solenoid operation used on earlier vehicles.
The whole system is activated by a control unit (DAC 3529), situated inside the driver's door (Fig. 1).



KEY: 1 Door Locking Control Module (Driver)
2 Front Door Lock Motor (Passenger)
3 Rear Door Lock Motors
4 Boot Lock Motor

FIG. 1

The change in locking systems allows deletion of the lock relays, but necessitate harness changes which will preclude conversion of existing vehicles.
The driver's door control unit and the lock motors are mounted onto brackets welded onto door rails in the same way as the lock solenoids.
The boot lock motor is mounted on the lid inner panel adjacent to the lock mechanism.
This Bulletin lists component changes, setting procedures and fault finding.

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Service Bulletin

JAGUAR

Daimler

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See 2nd issue

ITEM: 62

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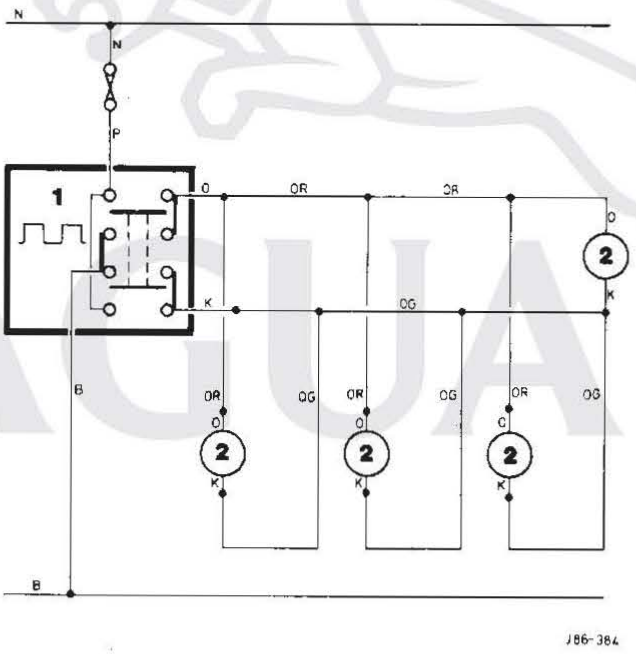
The whole system is activated by a control unit (DAC 3529), situated inside the driver's door (Fig. 1).



KEY: 1 Door Lock Control Module
2 Door/Boot Lock Motor

FIG. 1

The change in locking systems allows deletion of the lock relays, but necessitate harness changes which will preclude conversion of existing vehicles.
The driver's door control unit and the lock motors are mounted onto brackets welded onto door rails in the same way as the lock solenoids.
The boot lock motor is mounted on the lid inner panel adjacent to the lock mechanism.
This Bulletin lists component changes, setting procedures and fault finding.

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COMPONENT CHANGES

	Part No's	Quanity per Vehicle	Description
	DAC 3529	1	Driver's Door Control Unit
	DAC 3530	4	Motor Unit
	DAC 3609	1	Boot Lock Link Lead
	DAC 3509	1	Bulkhead Harness RHD
*1	DAC 3504	1	Bulkhead Harness LHD
*2	DAC 3503	1	Bulkhead Harness LHD
*3	DAC 3572	1	Driver's Door Harness
*4	DAC 3573	1	Driver's Door Harness
	DAC 3571	1	Rearward Harness
	DAC 3570	1	Window Lift/Sunroof Harness
	JLM 456	1	Lockset
	BAC 8554	2	Edge Nut (Boot Motor Bracket)
	SH 504051	2	Setscrew " "
	FW 104T	8	Washer - Mounting Brackets
	BAC 5430	1	Motor Mounting Bkt. Rear Door RH
	BAC 5431	1	" " " LH
	BAC 4583	2	Link Motor to Latch Rear Door
	BAC 6728	1	Link Bell Crank to Latch Rear Door RH
	BAC 6729	1	" " " LH
	BAC 6727	1	Link Boot Lock to Motor
	BBC 6725	1	Boot Motor Mounting Bracket
	WF 600040	4	Spring Washer Mounting Bracket
	BBC 4580	2	Link Motor/Control Unit to Private Lock - Front Door
	BAC 6476	4	Anti-Rattle Sleeve Rear Door
	DRC 1449/J	10	Grommet - Doors and Boot
	BBC 6724	2	Mounting Bracket-Motor/Control Unit Front Door
	AB 608081	10	Self Tapping Screw - Mounting Brackets
	CAC 1823	10	Insert Washer - Mounting Brackets
	SH 604051	6	Setscrew - Mounting Brackets.

*1 Except Canada
*2 Canada only
*3 Except Jaguar Sovereign, VDP or Daimler
*4 Jaguar Sovereign, VDP and Daimler

SERVICE REPLACEMENT OF CENTRAL LOCKING CONTROL UNIT - DRIVER'S DOOR

1. Remove the door trim casing (Service Manual Operation 76-74-01)
2. With the door glass in the fully closed position, remove the adhesive tape securing the control unit harness to the door interior, and disconnect the control unit block connector from the door harness.
3. Remove the two setscrews securing the control unit assembly to the bracket on the intrusion member, release the locking link (BBC 4580) from the unit and remove the unit from the door.
4. Separate the control unit (DAC 3529) from the mounting bracket (BBC 6724) by removing the two self tapping screws.
5. To fit a new control unit reverse operations 2 to 4. Do not fully tighten the setscrews at this stage.

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SETTING PROCEDURE - DRIVER'S DOOR ONLY

1. Remove the 'A' Post lower trim panel, driver's side. (Service Manual Operation 76-13-22).
2. Locate the door harness multiplug connector within the 'A' post with orange/red and orange/green leads. Disconnect the connector.
3. Connect a test lamp across the connector terminals on the door harness side (1 Fig. 2).

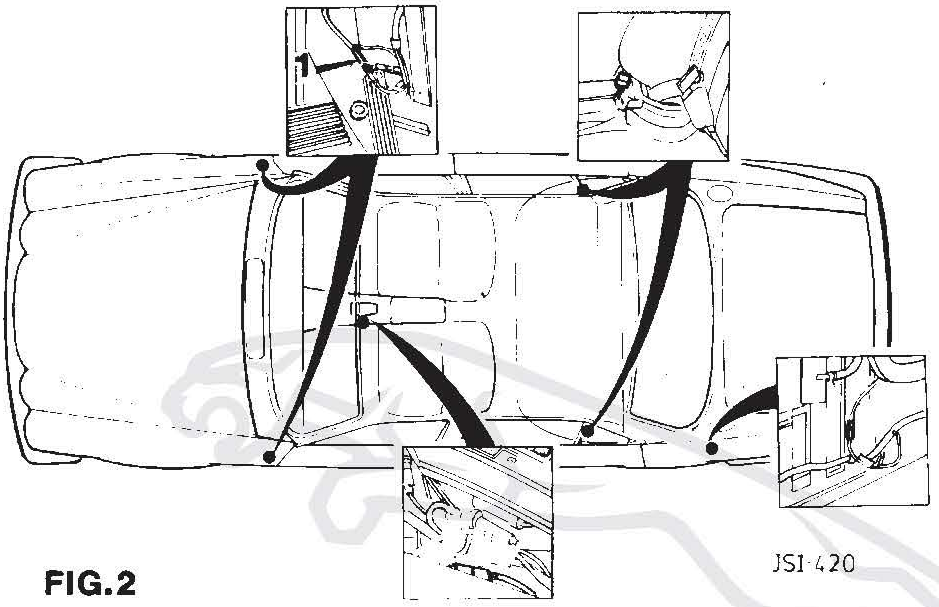

FIG.2

4 Set the outer door lock to full closed position
5. Set the door lock inner flap to full locked position
6. Move the control unit by hand fully towards the lock assembly, then carefully move the unit slowly in the opposite direction until the test light flashes momentarily. The unit should now be positioned correctly, tighten the setscrews (1 Fig. 3).

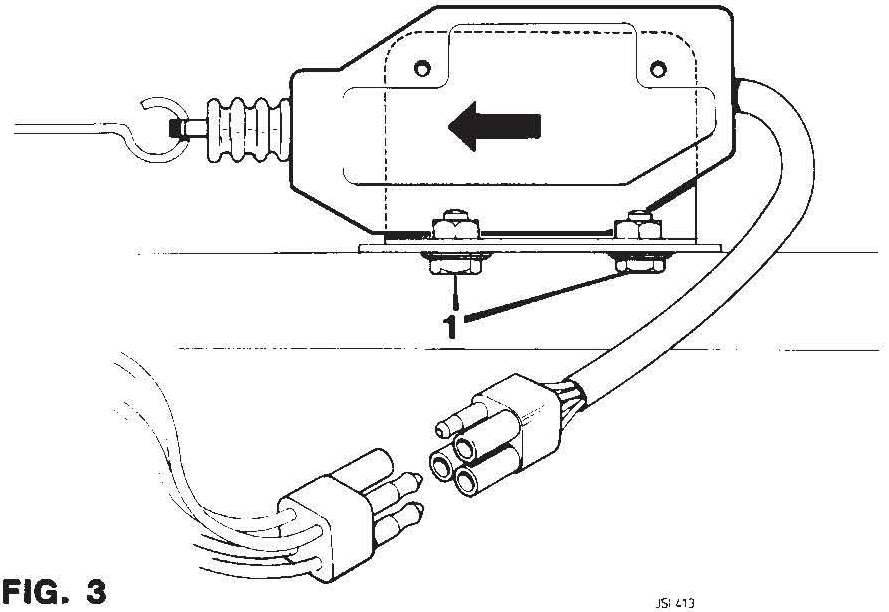

FIG. 3

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7. To check the setting move the door lock inner flap slowly to the unlock position. If the setting is correct the lamp will flash momentarily just before the flap reaches full travel. When the flap is moved back towards the lock position, the lamp will flash again just before the flap reaches full travel.
8. Disconnect the test lamp and reconnect the harness block connector
9. Operate the outer door handle to release the latch
10. Close the door and recheck the operation of all doors using the key in the driver's door lock.
11. Refit trim panels to 'A' post and door.

CAUTION Should it be necessary to connect an independant battery feed to the control unit whilst in situ, the following connections must be observed:

Positive feed to purple wire
Negative feed to black wire.

A wrong connection can destroy the control unit and it is recommended that this operation is carried out with the unit removed from the vehicle.

SERVICE REPLACEMENT OF CENTRAL LOCK MOTOR UNIT -
FRONT AND REAR PASSENGER DOORS.

1 Remove door trim casing (76-74-01 Front Door)
(76-34-04 Rear Door)
2 With the door glass in the fully closed position disconnect the door lock motor block connector from the door harness. NOTE it may be necessary to remove the plastic strap from around the harness for access.
3 Remove two setscrews securing the lock motor assembly to the mounting plate on the intrusion member, release the locking link (BBC 4580 Front Door, BAC 4583 Rear Door), from the motor and remove the motor assembly from the door.
4 Separate the motor from its mounting bracket (BBC 6724 Front Door, BAC 5430/31 Rear Door) by removing two self tapping screws.
5 To fit a new motor unit reverse operations 2 to 4. Do not fully tighten the setscrews at this stage.

SETTING PROCEDURE - FRONT PASSENGER DOOR LOCK MOTOR UNIT

1 Set the door lock to the full closed position.
2 Slide the lock motor assembly towards the door lockface to take up all free movement. Tighten the setscrews (1 Fig. 4)
3 Operate the exterior door handle. Close the door.
4 Check the setting by operating with the key from the driver's door.

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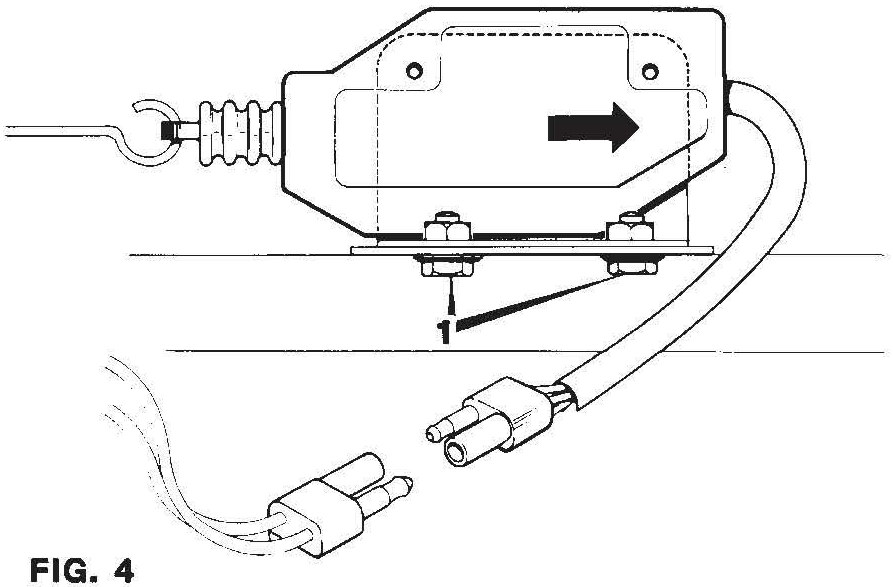

FIG. 4

JSI 413A

SETTING PROCEDURE - REAR DOOR LOCK MOTOR UNIT

1 Set the door outer lock to the full closed position
2 Slide the lock motor assembly away from the door lockface to take up all free movement. Tighten the setscrews (1 Fig. 4).
3 Operate the exterior door handle. Close the door
4 Check the setting by operating with the key from the driver's door.

SERVICE REPLACEMENT - BOOT LID LOCK MOTOR UNIT

1 Disconnect the lock motor block connector from the boot lid harness.
2 Remove the two setscrews securing the lock motor assembly to the boot lid inner panel. Release the locking link (BBC 6727) from the motor and remove the motor assembly from the boot lid.
3 Separate the motor from its mounting bracket (BBC 6725).
4 To fit a new boot lock reverse operations 1 to 3. Do not fully tighten the setscrews at this stage.

SETTING PROCEDURES - BOOT LID LOCK MOTOR UNIT

1 Ensure that latch (BBC 3283) is in the unlocked position.
2 Slide the motor assembly towards the latch to take up all free movement. Tighten the setscrews (1 Fig. 5).
3 Close the boot lid and check the setting by locking with the key from the driver's door.

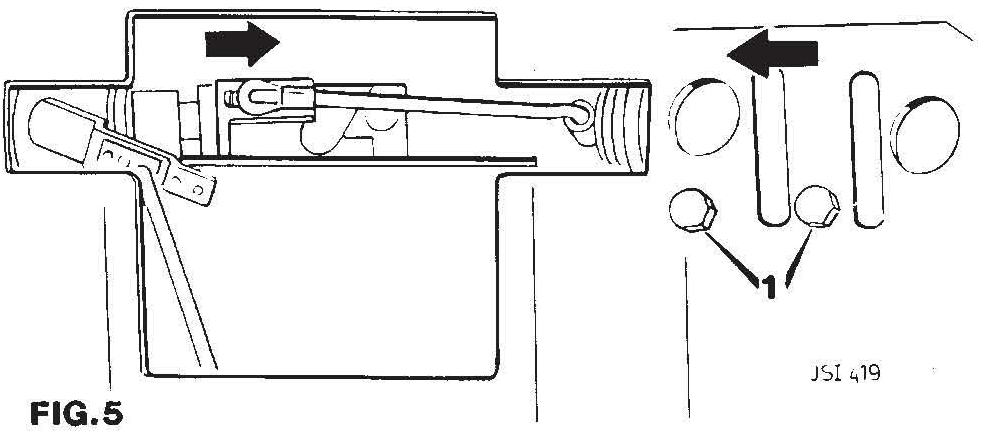

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FIG.5

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FAULT FINDING

All Locks Inoperative

1 Check the fuse, mounted above the passenger's side fuse box.
2 Fuse intact - Check feed to 'A' post block connector at purple wire.
3 Feed established - check feed to control unit at the block connector inside the door (See cautionary note)
4 Feed established - Reconnect the connector inside the door, connect a test lamp across the door harness connector located within the 'A' post as previously described and operate the door lock. If the lamp does not light momentarily change the control unit.

Passenger Door Motor or Boot Motor Inoperative

1 Check feed through system at block connectors at positions shown (Fig. 2)
2 If a feed is established at the motor block connector, change the motor.

Dealers carrying out warranty repairs using operations detailed in this Bulletin must refer to the relevant R.O.T. listed below.

Number	Description	Time
86-25-46	Front Passenger Door Lock Motor - Renew	0.55
86-25-47	Rear Door Lock Motor - Renew	0.50
86-25-48	Rear Door Lock Motor Bracket - Renew	0.50
86-25-49	Boot Lid Lock Motor - Renew	0.35
86-25-51	Front Passenger Door Lock Motor - Adjust	0.40
86-25-52	Rear Door Lock Motor - Adjust	0.35
86-25-53	Boot Lid Lock Motor - Adjust	0.25
86-80-03	Door Lock Control Module - Renew	0.85
86-80-04	Door Lock Control Module - Adjust	0.65

ITEM: 67

86 CENTRAL HIGH MOUNTED STOP LAMP S.III/XJ-S V12 (NAS ONLY)

To meet current legislative requirements USA/Canadian specification S.III and XJS V12 Models are now equipped with a central high mounted stop lamp introduced at VIN's:

434936 - S.III
125881 - XJS V12

The new lamp is mounted on the heated rear screen assembly, and its operation controlled through the existing stop lamp circuit.
Illumination is provided by 4 x 5 watt capless bulbs.

ITEM: 68

86 MERLIN ELECTRIC AERIAL S.III

To improve electric aerial performance and reliability, a new Merlin aerial assembly incorporating a 'permanent magnet motor' has been introduced from VIN 430929.
Interchangeability with the previous installation is affected.
A further Service Bulletin will be issued detailing parts and fitting procedures required for replacement purposes as and when parts stock is confirmed.

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ITEM: 69

86 ALTERNATOR XJ-S V12

A revised A133-75 Amp alternator and alternator harness have been introduced on XJS V12 models from VIN 124308.

The revised alternator incorporates a single eyelet connector which replaces the previous Lucar terminals.

For introduction details on S.III Air Conditioned models JD 04/85 Item 30 refers.

ITEM: 70

88 FUEL GAUGE S.III

Incidents of fuel gauge needles sticking have been found to be due to a foul condition existing between the needle and dial face cut-out. To overcome this problem the dial face cut-out has been enlarged with effect from supplier date code 19.85.

The date code can be located on the label adhered to the instrument case.

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ITEM: 34

12 TORQUE CONVERTER DRIVE PLATE — S.III XJ6

An improved full diameter drive plate has been introduced on 3.4 and 4.2 engines to overcome complaints of drive plate noise. The new part number EAC 8973 was introduced at the following engine numbers:

8A 16666 - 3.4
8L 207464 - 4.2

ITEM: 35

26 COOLANT PRESSURE CAP — S.III/XJS

To prevent contamination of the coolant pressure cap seal during initial coolant fill, Barrs Leak pellets are now used in place of Barrs Leak solution. These pellets, which are inserted into the bottom hose during vehicle build, were introduced at VINs:

454031 - S.III
131685 - XJS

ITEM: 36

44 TRANSMISSION INHIBITOR SWITCH — S.III 4.2

Instances of vehicle failure to start in either Park or Neutral plus failure of the Reverse light function, have resulted in transmission inhibitor switch DAC 4155 being replaced.

Following investigation of warranty returned units, a significantly high proportion have been confirmed satisfactory. However, close examination showed that in the majority of cases there are indentations in the switch body, possibly due to overtightening of the fixing bolt. Any subsequent repositioning for adjustment purposes only has a temporary effect, as the switch is liable to move. In doing so the fixing washer again positions itself in the indentation.

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To overcome this problem the fixing washer size has been increased, together with the addition of a shake proof washer, Torque Figure 16.5 to 18.5 lbf ins.

Production fit to the modified condition commenced at VIN: 453381.

If a problem is encountered in service prior to the above VIN, and the switch contact operation is coinfirmed satisfactory, then the following procedure should be implemented. Note:- If the indentation mark on the original switch is very severe then the switch should be renewed.

1) Remove the inhibitor switch fixing nut and retain. Discard the plain washer. Check indentation mark.

2) Fit a new plain and shake proof washer to the following nominal dimensions and replace the fixing nut, do not tighten.

	Outside Diameter	Internal Bore Diameter	Thickness
Plain Washer	12.5 mm	5.3 mm	1.0 mm
Shakeproof Washer	9.0 mm	5.3 mm	0.5 mm

3) Adjust the inhibitor switch as detailed in Service Bulletin JD 08/85 Item 61, and tighten fixing nut to torque of 16.5 to 18.5 lbf ins.

4) If the operation of either the inhibit or reverse light function is still incorrect, loosen the fixing nut and adjust the switch until the correct position is obtained, and re-tighten.

ITEM: 37

70 BRAKE FAULT DIAGNOSIS — ALL MODELS

To enable complaints, particularly of noise or brake pull, to be accurately diagnosed and repaired, the following Bulletin item has been prepared.

It is important to clearly identify and establish the actual complaint.

a) Judder - is accompanied by pedal pulsation

b) Brake rumble/noise - this complaint normally occurs when braking heavily from high speed; because of the frequency of the vibrations felt in the car, it is sometimes confused with brake judder.

c) Brake pull - the vehicle has a tendency to pull to the right or left when the brakes are applied.

d) Brake squeak - occurs when braking at low speed or when coming to rest.

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JUDDER

Note: This condition will usually exist if the variation in thickness of each individual disc exceeds 0.01mm (0.0004 in). Grooved discs are not detrimental to the operation of the brakes.

CARRY OUT A SHORT ROAD TEST

COMPLAINT CONFIRMED — NO — SEE TEST FOR RUMBLE/HARSHNESS

YES

TEST FOR FRONT OR REAR

To check the rear discs - do not exceed 40 km/hr (25 mph) and apply the handbrake. If the judder is from the rear discs, a pulsation through the handbrake lever will be felt.

RENEW DISCS/PADS AS NECESSARY

NOTE: On higher mileage vehicles any tendency for brake judder will be excited by wear in the suspension joints, e.g. upper/lower ball joints, wishbone bushes.

BRAKE PULL

This condition is sometimes confused with the tendency of certain vehicles to follow the camber of the road.

ENSURE CORRECT TYRE PRESSURES

ENSURE CORRECT STEERING GEOMETRY

DEGLAZE PADS AND DISCS

CHANGE FRONT ROAD WHEELS SIDE TO SIDE

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☆ 2nd ISSUE ☆

BRAKE RUMBLE
HARSHNESS
|
CLEAN DISCS/PADS — Remove all brake dust debris and lightly emery the disc and friction pads.
|
RENEW DISC/PADS

BRAKE SQUEAK
SQUEAL — NOTE: Squeak/squeal is generated by the accumulation of brake pad debris. DO NOT replace pads.
|
CLEAN DISCS/PADS — Remove all brake dust debris and lightly emery the disc and friction pads.

WARNING: SOME BRAKE LINING DUST MAY CONTAIN ASBESTOS WHICH, IF INHALED, CAN DAMAGE YOUR HEALTH. ALWAYS USE A VACUUM BRUSH TO REMOVE DRY BRAKE LINING DUST. NEVER USE AN AIR LINE.

ITEM: 38

86 SPARK PLUGS — S.III V12/XJS V12

Following Service Bulletin JD 03/86 Item 28, which advised introduction of NGK BR7 EFS spark plugs in specific markets on V12, a revised Champion spark plug has now been introduced in the remaining markets to overcome a possible cold fouling condition from the following VINs:-.

326520 - S.III V12
105048 - XJS V12

Model	Old Part No.	New Part No.	Engine Intro No.
V12 USA Australia Canada Japan	EAC 8914 Champion RS5C	EAC 9186 Champion RS9YC	7P 55854 8S 42817
V12 All Models except USA Australia Canada Japan	EAC 8914 Champion RS5C	EAC 8554 NGK BR7 EFS	7P 55272 8S 41339

Please note: Any warranty claims resulting from use of non-approved spark plugs will be rejected.

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ITEM: 39

86 SUNROOF MOTOR ASSEMBLY S.III

Various internal design modifications have been incorporated into the current sunroof motor assembly to improve the performance of the motor. Production fitment commenced at VIN: 449846.

Further improvements to the sliding roof panel adjustment, together with a modified seal, are to be introduced shortly and will be announced in a future Service Bulletin.

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